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THE SINKING OF THE "LUSITANIA."

STORIES OF SURVIVORS.

Mr. Oliver P. Bernard, a saloon passenger on the *Lusitania* told a *Daily Mail* representative the following story:—

It was my rare fortune to be one of the four people who saw the torpedo of the German submarine fired at the *Lusitania* at almost exactly 2.15 on Friday afternoon from a distance of probably not more than 200 yards. I had just come up from lunch in the dining saloon, where practically all the rest of the first-class passengers were still sitting, and was leaning lazily against one of the windows of the Palm Lounge aft, looking across an uncommonly calm and beautiful sea, brilliant in sunshine, when I saw on our starboard what at first seemed to be the tail of a fish. It was the periscope of our assailant, who, as he drew closer, churned up around him a more and more visible froth. The next thing I observed was the first-lengthening track of the now launched torpedo itself—a streak of froth. We had all been thinking, dreaming, eating, sleeping "submarine" from the hour we left New York; and yet, with the dread danger about to descend upon us, I could hardly believe the evidence of my own eyes. An American lady rushed up to where I stood, exclaiming nonchalantly, "This isn't a torpedo, is it?" I was too spellbound to answer. I felt absolutely sick. Then we were hit.

My impression of the contact of the torpedo was that it was one of indescribably terrific impact, though not marked by anything such as the imagination might fancy in the way of a roar. The torpedo must have penetrated deeply into the side of the vessel and exploded internally. The shot was obviously fired abreast of the bridge. For reasons incomprehensible to most of the survivors, the *Lusitania* was making at the moment only about fifteen knots—eleven or twelve below her famous maximum—with the result that the torpedo traversed the 200 yards of its course just in time to strike the ship squarely—probably not ten or fifteen feet away from the point the submarine captain aimed for. It was a pointblank shot.

PASSENGERS' ALARM.

The point of contact was about beneath the grand entrance to the saloon, and the result of the explosion was that it blew everything in the immediate vicinity into smithereens. I dodged into the Palm Lounge to escape the debris of all sorts which came piling down from all directions. Then the tremendous watertanks on the funnel (uppermost) deck burst, releasing their enormous contents and flooding everything. The moment the explosion took place the *Lusitania* simply fell over, just as a house kept up by underpinning would topple the instant the main props were pulled out.

Instantly there was a tremendous rush of passengers to the decks from the saloon, and I did not know what to do. I was terrified as they were astounded and stunned by the consciousness that the fears, cherished half in ridicule for five days previous, had at last been realized. The "German bluff" had actually come off! "By Heavens, they've done it!" ejaculated a broad-shouldered American whom I never saw again. "That shall be the first universal thought. What shall we do?" was the next. Many people evidently convinced that the *Lusitania* was "unmistakable" made active preparations to sit tight and let things take their course.

It all happened ten times more quickly than I can ever tell it. My own first impulse was to obtain a lifeboat. Excitement and fright were now everywhere, but no panic, though there was a pell-mell scurry below to secure lifebelts. Every second people reappeared, singly in pairs, and in groups, armed with belts, in most cases uselessly carried or inadequately strapped on. Others forgot belts and devoted themselves to hunting for relatives. The last passenger I spoke to was a young American bride, Mrs. William Lindsay, a famous American manufacturer who did great business in supplying our war troops in South Africa with webbing for belts. "Have you seen your husband?" she shrieked at me appealingly. I had not, and could only advise her to remain there on the port side, to which I had meantime gone, as the port boats would soon be swung over and sent off. I do not know whether the Masons were saved or not. I did not see them again.

HOW MR. VANDERBILT DIED.

In my immediate vicinity, standing at the port entrance to the grand saloon, was Mr. Alfred G. Vanderbilt. He was the only one of his family on board. He stood there, the personification of sportsmanlike coolness. In his right hand was grasped what looked to me like a large purple leather lady's jewel-case—it may have belonged to Lady Macgregor. Mr. D. A. Thomas's daughter, as Mr. Vanderbilt had been much in the company of the Thomas party during the trip and evidently volunteered "to do" Lady Macgregor the service of saving her gems for her. Mr. Vanderbilt was absolutely unperturbed. In my eyes he cut the figure of a gentleman waiting unconcernedly for a train. He had on a dark striped suit and was without a cap or other head-covering. I did not see him again.

"WOMEN AND CHILDREN FIRST."

The glorious old cry of the sea, "Women and children first!" was the unvarying rule in the *Lusitania*, as it was in the *Titanic*. Some man, whom I assumed to be an alien stow-away passenger, was the only person to attempt to violate it by trying to clamber into a boat before his turn and before adjacent women and children were accommodated. A gaman threatened him with an axe and he retired. Later he succeeded in getting into a boat in proper circumstances.

I was, as I have said, on the funnel deck, now anything but a level spot, and, realizing that I should soon have to battle for life, I proceeded to divest myself of all unnecessary over-weight, such as coat, waistcoat, collar, and tie. I cannot swim a yard, and the prospect was fairly unnerving. The angle of our list was now so acute that I could no

longer stand, and had to cling. Then I climbed down the ladder leading on to the boat deck. As it was awash, I had no choice but to let myself be swept into the water, hanging on as best I could to some davits. One boat near me was just being let down head foremost, and it was smashed. A moment later I contrived to clamber into a boat, which, though badly waterlogged, was carrying a good many people, probably forty or fifty.

Certainly not more than fifteen minutes, or eighteen at the outside, and now ensued since the torpedo impact, and the proud *Lusitania* was gone. Above the spot where she had been serenely afloat, less than twenty minutes before, was nothing but a nondescript mass of floating wreckage—remnants of steamer-chairs in great number, battered and twisted scraps of wooden handrail, rigging, and fixtures ripped from their moorings. Everywhere one looked, a sea of waving hands and arms belonging to struggling men and frantic women and children in agonizing efforts to keep afloat. That was the most horrible memory and sight of all. The ship herself had disappeared from view with something of a picturesque grandeur about it, even though we knew that many hundreds of helpless souls, caught but here all about us were scores of poor souls whose lot was even more pitiable, because, in sight of luckier fellow-beings their sufferings were being heartbreakingly prolonged. And one seemed so powerless to help.

THE UNSEEN HERO VICTIMS.

I estimate that at least 50 per cent. of the trimmers and stokers of the *Lusitania* met horrible deaths from the effect of the torpedo's explosion in the boiler and engine rooms. The havoc there must have been awful. I saw one stoker floundering in the water with an arm hanging by a shred. Probably few passengers met their doom directly in consequence of the explosion. Most of them and the rest of the crew who lost their lives died from drowning. I shall never be able to forget the heroism of one of the deck-stewards at the moment of launching the boats and in one of them later on. He was a little, stunted man—the kind on whom men of big physique are accustomed to look down with mingled pity and contempt. But he had the heart of a lion. I wish I might some day be able to identify him and recommend him for reward for conspicuous gallantry.

Though our boatload was ready to pull away we found there was a hitch about getting it off. The *Lusitania* was lurching in such a way that one of her giant funnels was actually hanging over us, momentarily threatening, as the ship continued to list, to crush down upon us. Then one of the stay lines threatened us with disaster, but the indefatigable deck-steward chopped the lines clear, the vessel literally slid away from us, and we were left free. Danger dogged us to the very last, for our next fear was that either the colossal suction or a final, annihilating explosion would finish those of us in immediate proximity to the sinking hulk. But there was nothing more except a tremendous boiling commotion in the water, and we were left down to our fate and out of sight.

The last thing I saw was a pouring in huge rivulets into her four capacious funnels, now flat upon the surface of the ocean. The *Lusitania* went down beneath us. I suppose from the time we were torpedoed till we saw the last of the ship not more than twenty minutes, generally reckoned, elapsed. If it had been night, instead of glittering day and gloriously calm weather, I shudder to think what would have happened. The German pirates chose the moment for attack with dastardly thoroughness. We were streaming slowly. There was not a solitary sail or funnel on the horizon—no help in sight anywhere. The submarine calculated our helplessness to a nicety. It made off instantly the death-blow was dealt. The German official bulletin of this glorious victory says "assistance was sent." It was not German assistance. There was neither warning nor succor.

HOW MR. FROHMAN LOOKED.

Only one or two of the shining marks which disasters at sea seem invariably to involve have lived to tell the *Lusitania*'s tale. Mr. Vanderbilt, true sportsman, is gone; genial Charles Klein, the play-ruckered, eloped. If it had been night, instead of glittering day and gloriously calm weather, I shudder to think what would have happened. The German pirates chose the moment for attack with dastardly thoroughness. We were streaming slowly. There was not a solitary sail or funnel on the horizon—no help in sight anywhere. The submarine calculated our helplessness to a nicety. It made off instantly the death-blow was dealt. The German official bulletin of this glorious victory says "assistance was sent." It was not German assistance. There was neither warning nor succor.

AMERICAN DOCTOR'S VIVID STORY.

The *Times* correspondent at Queenstown supplied the following vivid story given to him by Dr. Moore, of Yankton, South Dakota, who was coming from America with a fellow doctor to offer his services with the War Office. "I found him," says Dr. Moore, "hatless, collarless, and with slippers in place of boots, on the jetty at Queenstown."

His story was as follows:—The first abnormal thing I noticed was a swaying or zigzagging of the ship. This was at about 1 o'clock. At the same time several of us, using glasses, observed about two and a half miles away on the port side—that is, between us and the shore—what seemed to be an oblong black object with four apparently dome-like projections. It seemed to move swiftly at times, then slowed down, disappeared, and appeared again. At last it disappeared altogether and the *Lusitania* resumed her even course at a speed, I judged, of about 18 knots, or perhaps less. The conclusion we came to was that the object we had watched was a submarine and that it had turned out to be a friendly one. At this time there was no other vessel save a fishing smack in

sight. The land had been distinctly visible for more than three hours, and I should say we were about 12 miles out.

At 10 minutes to 2.1 went down to luncheon. There was some discussion at the table about the object we had seen, but everybody was calm and confident. About 10 minutes later there was a muffled drum-like sound coming from the direction of the bow. It was accompanied by a shivering or trembling of the vessel. Immediately afterwards the ship began to list to the starboard side.

COOLNESS OF THE PASSENGERS.

There were general exclamations on the part of the women at the noise of the explosion. The men soothed them by declaring that there was no danger, and that we had only struck a small mine. The first panicky feeling of the passengers soon disappeared and they began to make their way in perfect order from the dining saloon to the deck above. There was no crushing, the only trouble being the slope of the deck.

There were no boats being lowered on the starboard side, where the sea was now only about 12 ft. below the rail. So I turned, half-climbing, round the deck towards the first-class part. I looked for a lifebelt, but could see none. The only person I found there was a Catholic priest. I ran back towards my cabin, in the second-class part. On the way I came to a stewardess who was struggling to get out some life-belts stowed away overhead. I got them out and after helping her to tie one on, I put one on myself.

LOWERING THE BOATS.

Near this spot I saw a woman clinging to the gunwale of an unlowered boat. Looking over the side of the ship I saw a boat which was being lowered, about 8 ft. below, so I pushed the woman over. She fell into the boat and I dropped over after her. As the lowering of the boat proceeded the ropes at the bow got fast and the stern fell until the boat was almost perpendicular. A young fellow—one of the stokers, I believe—promptly seized a hatchet and cut away the ropes. The boat dropped straight into the water with a splash. Strangely enough none of us fell out. Two men, one of whom had sung in a concert the night before, were in the water alongside us and tried to get into the boat, but some of the men already in exclaimed, "Shove away, or we shall go down in the suction."

We took the oars and pushed off about 50 ft. The boat was so crowded and low that water was lapping in rapidly over the side. We tried to bale her out, some of us using our hats, but we did not make much progress. As the boat was gradually being submerged I threw out a keg which was lying in the bottom of the boat and jumped out after it. I swam to it and held on. A steward named Freeman, who was clinging to a deck-chair, came and joined me.

SINKING OF A CROWDED BOAT.

Looking back over my shoulder I saw a number of people scrambling out of the boat, but I had just left, and in a short time I turned completely over. There was another boat very heavily laden, some distance away, and a number of contrivances which appeared to be small rafts. Altogether I should think there were about ten or a dozen boats or rafts afloat. The steward and I floated about clasping our legs for at least an hour. Then we managed to reach a raft made of canvas with iron rods. There were about 25 people on it, two of them women. They helped us on board. We took a light-house as our objective and rowed desperately, taking turns at the oars, for about an hour. Then we were cheered by the sight of a patrol boat. She signalled to us and we ceased rowing.

THE LAST MOMENTS.

She came up, took us on board, and then went on to the scene of the disaster, where we were able to pick up other survivors. Not a few of them were injured. One little boy of not more than 10 or 11, had his thigh fractured. I improvised splints and dressings, and after a while we were delighted to hear him ask, "Is there a funny paper on board?"

The *Lusitania* sank about 18 minutes—certainly not more than 20—after she was struck. As she went down I saw a number of people jump from the topmost point of the deck into the sea. One of them, I think, was a woman. I heard no screaming at the last, but a long, wailing, mournful, despairing, beseeching cry.

GLOATING IN GERMANY.

"DESERVED PUNISHMENT."

Hamburg, having never forgiven the Cunard Line for constructing finer and faster ships than any hitherto flying pirate colours (the Prussian colours, by the by, are black and white), it is natural that the *Hamburger Nachrichten*, the shipping organ, should inveigh gloriously over the sinking of the *Lusitania*. It said: "Fate and Fate's justice have overtaken the Cunard *Lusitania*. Not only is one of the largest and proudest vessels of this line and the British merchant marine sent to the bottom, but England, which has transferred the whole war to the region of commerce and world-trade, has been severely punished, and punished, moreover, with respect to one of the weapons with which, along with others, she has previously sinned. The *Lusitania* is the ship which violated the American flag by sailing into Liverpool under its protection a few days after Germany's declaration of a war zone round the British Isles. This flag swindle was all the more monstrous because the *Lusitania* was not only a merchantman and passenger ship, but in war was also an auxiliary cruiser. The vessel had the character of a warship, carried arms, and would have, as a matter of course, when its own skin and business were not in jeopardy, attacked a German warship whenever opportunity offered. Therefore German men-of-war did not need to have for this ship such regard as it would have had for legitimate vessels of commerce. Such consideration has already cost us a high price—an Otter Weddigen (captain of the destroyed U 29). British auxiliary cruisers can be attacked without any scruples. Passengers who use them

do so at their own peril and risk. The *Lusitania* has sunk in the immediate neighbourhood of the place where she practised her first flag swindle, the victim of the torpedo of a German warship. A most wretched fraud has found a just punishment.

[The British Admiralty promptly denied the allegation that the *Lusitania* was armed.—Ed.]

OUR NAVAL "HELPLESNESS."

The Government-controlled *Local Anceiger* exclaims:—The *Lusitania* was not sent unarmed to the bottom of the sea. We ourselves published last Tuesday a New York telegram saying that prominent passengers before embarking were admonished by telegram not to make the voyage. Liverpool shipping circles will at last now realise that the routes of Transatlantic steamships are no longer to be protected when a daring and clever foe is at war with "sea-ruling" Britannia. The Berlin organ of the naval and military clique, the *Tägliche Rundschau*, says:—Everything else is secondary to the fact that no protection preserved the Cunard giantess from the fate prepared for it on the English coast—a fate which Liverpool shippers only a week before banished with laughter from the realm of anxiety. The great English Fleet, they said, would surely be able to prevent such a catastrophe, especially after public warnings! They would like to see the submarine which could dare to deliver England such a blow! Yesterday one of our U boats gave the answer. The *Lusitania* has been!

RUSSIA'S CLAIM TO CONSTANTINOPLE.

"A Diplomatic Correspondent" to a London journal writes:—

As soon as the Dardanelles are open the surrender of Constantinople is inevitable. The capital, lying at the water's edge, cannot possibly be defended against a fleet provided with the most modern and powerful guns, and it seems likely, therefore, that the city will surrender unconditionally as soon as the fleets enter the Sea of Marmora. While the provisional occupation of Constantinople is unlikely to lead to any differences among the three allied Powers, the permanent disposal of that wonderful city is a matter of great difficulty and delicacy. The site of Constantinople is unique. Lying almost on the meeting-point of the three most populous continents and of three most important seas, Constantinople is the centre of three continents of the Old World. It vies in picturesque beauty with Naples, Palermo, and Rio de Janeiro. It lies on a placid inland sea, the approach to which is defended by those wonderful and unique sea gates, the Dardanelles and the Bosphorus.

From the land side Constantinople can be attacked only with difficulty, partly because it lies on a narrow neck of land, which can easily be defended by powerful fortifications, partly because large swamps make the approach of an enemy difficult. However, although Constantinople occupies a position which would appear available to an Alexander the Great or a Napoleon, it is an error to believe that Constantinople dominates the world, that the possession of Constantinople ensures the mastery of the world. To the Powers holding Constantinople have not prospered. After all, world-domination is exercised not by a city, but by armies and navies. Moreover, it is a fallacy to believe that Constantinople dominates the world on the Mediterranean, or the route to India. It dominates merely the access to the Black Sea.

The Black Sea trade is most important to Russia. Commercially, industrially, and financially, free access to the Mediterranean is of vital importance to that country. The freedom of trade through the Dardanelles is a vital Russian interest, and it is most equally important to Russia that an enemy should not be able to attack her Black Sea shores. Russia is by far the most important Black Sea Power. It is therefore only natural that Russia desires to control Constantinople and the Narrows. It has been advocated that Constantinople and the Narrows should be given to a small Power, such as Bulgaria or Greece, that several Powers should hold that position jointly, one occupying the Dardanelles and one the Bosphorus, that the position should be neutralised and remain unfortified, or that it should be administered by the European Powers in common. All these proposals seem scarcely practicable. A weak Power could hardly defend that important site against a determined enemy. Its neutrality would scarcely be respected in case of a great war, and the condominium of several Powers would lead to friction among them, as it has always done in the past, whenever and wherever it has been tried.

Russia has obviously the strongest claim upon the possession of Constantinople and the Straits, and she can feel secure only if she controls the passages which are of vital importance to her well-being. As long as Constantinople is in non-Russian hands, Russia and her probable opponents will always strive to dominate a position by the possession of which the most effective pressure can be exercised upon Russia. Constantinople lies not very far from the Suez Canal, but it can scarcely be said that it threatens Great Britain's route to India. Turkey's unsuccessful attempt to seize the Suez Canal shows that it cannot easily be attacked overland. It is true Constantinople lies on the flank of the route to India, but so do Spain, France, Italy, and Greece. Last, but not least, it is an error to suppose that Russia's power will be enormously increased by the possession of Constantinople. The defence of that site, which has no territorial connection with the Russian Empire itself, would require a very large army. Russia's control of Constantinople, far from increasing its power of aggression, would obviously make that country more vulnerable, more cautious, and more peaceful. That at least, was Bismarck's view, as we learn from the memoirs of that great statesman.

In the French air raid over Strasburg, a month ago, one of the largest tanneries in Germany engaged upon army work was set fire to. Damage to the extent of £200,000 was done.

SEA PASSAGE IN WAR.

THE "LUSITANIA" AND THE RISK OF DANGER.

NO NEED FOR ALARM.

[BY JOHN LEVLAN, IN THE "DAILY GRAPHIC"]

The attack on the *Lusitania* had special features of its own, in the declared determination to achieve it, the object of it, and the place in which it occurred. Upon the latter point, Lord Mersey's inquiry will presumably throw light. Meanwhile, it may be said that the *Lusitania* was torpedoed and sunk in or near to the usual track of shipping passing along south coast of Ireland. There is nothing to indicate that other lives are in any danger at all.

It would have been much more of a military purpose for the Germans to have sunk one of our transports. That would have been a legitimate act. But when we consider the whole course of the war, one of its most significant features is that from submarine or other naval attack, our transports have been completely immune. When, therefore, we see it stated or implied in newspapers, British or American, that the *Lusitania* has failed to afford protection to the *Lusitania*, we must remember that the case of that ship is entirely exceptional, and that transatlantic passenger vessels—the *Falaba*, a slow-steaming vessel, was an exception in the latter class—have enjoyed, under naval protection, perfect immunity from attack. We have sent a vast army to the Continent, which we are constantly reinforcing, and we have supplied it, on a scale never before attempted, with every requirement for its activities in the field. We have brought, also, armies from the Dominions and India, and transported an army to the Dardanelles, and not a single soldier, or a single gun, or any parcel of stores has been lost by naval attack. And yet a whole fleet of transports has been constantly employed.

CONVOY QUESTION AND SPEED.

These are facts of real importance in relation to the loss of the *Lusitania*, and an understanding of them should inspire confidence in the people on both sides of the Atlantic. The last cruise of the *Lusitania* was but one among thousands of cruises in which no harm has befallen passengers. Convoy is impossible in these times. It was difficult in the sailing days, for the owners did not like the restrictions and rules enforced, and the better sailing vessels did not always shorten sail in order to keep pace with the worse sailing or less westerly craft. How would it be in these times? Can we imagine a *Lusitania*, carrying 1,000 passengers, 100 or more, slowing down to keep company with 17 or even 16 knot vessels? And if a great armada of traders and passenger vessels were sighted, accompanied by a few warships—clouds of smoke would reveal their position from afar—the hearts of the German submarine officers would rejoice at finding so super a quarry. We must therefore dismiss from our minds all thought of convoy—it could not be applied to single ships—and trust the Admiralty to make proper dispositions in regard to patrolled areas and other matters.

EXCEPTIONAL CASE.

It requires no demonstration that the German submarines cannot be everywhere. They had not met the *Lusitania* and could not have been destroyed. So much is obvious. We may therefore repeat that the case of the lost liner, with her precious freight of human lives, ranging from the millionaire, full of experience of the world, to the infants, newly born into its wickedness, was entirely exceptional. It still remains true that high speed, which the *Lusitania* possessed, and changing and unknown courses, are the best protection against submarine attack. These being external to any direct naval defence, that the submarine can be destroyed we well know, although confessedly there are difficulties. We have not reached the time, if we ever shall, in which submarines can fight one another when submerged, and Mr. John P. Holland, to whom the inception of the modern class of submarines is due, was right in saying that to discover the position of the boat when below the surface would be "about as promising a pursuit as dredging with a butterfly-net for a half-dollar that had been thrown into New York Bay."

The object of the Germans in destroying the *Lusitania* was mainly to strike terror, and it was hoped as a consequence that a rising of public excitement or indignation might lead to some disturbance of our strategic plans. From the very beginning of the war the Germans have cherished such hopes. The raids of their battle-cruisers have had this object. Probably their efforts to reach the sea at or near Calais have the same intention. Against any efforts to change or affect the plans of the Admiralty there must be the most energetic protest. From the beginning of the war certain definite strategic plans have been adopted, and we must not avert our eyes from them in any degree in deference to mere excitements of public opinion. The destruction of the *Lusitania* is terrible and the loss of innocent lives appalling, but regarded from the broad standpoint of naval strategy it presents little significance. As a writer in the *New Chronicle*, writing on Fulton's submarine, says, "Gey Fawkes is about a hundred seamen have given credit to 'submarine assassins'; but there is no ground for thinking that the activities of these gentry are at all likely to affect adversely either our naval plans or the safety of passengers in British ships."

The German papers, as an excuse for the outrage, or an afterthought of sophistry in explanation of it, have alleged that the *Lusitania* was armed. The statement was untrue, and has been officially denied. The owners of a big liner with 2,000 souls on board would not be so foolish as to convert her into a warship by mounting guns. Her passengers would protest against being imperilled by such a proceeding, and the United States would certainly detain and ultimately intern any passenger vessel converted into a warship by her owners. It is eminently desirable to maintain the distinction between warships and other vessels. Formerly there were two legitimate classes of fighting ships—the regular warship and the commissioned privateer; all others were regarded as merchant vessels carrying guns and using them in dangerous seas against pirates and others, and President Roosevelt in his history of the war of 1812 shows that American trading vessels had guns and used them against all and sundry who wished to molest them. They were the weaker vessels that were so armed, just as our smaller vessels would be justified in defending themselves against submarines. Nevertheless, we must strive to maintain the distinction between armed ships and merchant vessels, and any attempt of the Germans to describe liners as warships must be denounced and disapproved.

JAPANESE AND GERMAN TRADE IN CHINA.

WILL JAPAN CO-OPERATE WITH BRITAIN?

COMMENTS OF JAPANESE PRESS.

The Chinese Correspondent of the *A-C Daily News* at Peking, writing on June 2nd, said:—Japanese vernacular papers published here report that the Japanese Government has been requested by the British Government to consider the question of the prohibition of trading with German merchants in China in conjunction with British merchants so that the Germans might be entirely ousted from the Chinese markets financially and economically. The *Hainan* says that in view of the importance of the matter to Japanese merchants, the Tokio Government is giving the British suggestion careful consideration and experienced Japanese dealers in China have been asked to give their views to the Tokio Government.

According to the opinions of these vernacular Japanese papers, Japan will probably not adopt the same measure against German merchants in China as British merchants have adopted, chiefly because German-Japanese trade requires Chinese as go-betweens and that Japanese merchants will lose business in this country if similar measures are adopted by Japan. The papers add that in spite of the siege of Tsingtao, there are still many German merchants in Japan who will surely revive their trade immediately after the termination of the European war. Hence it is believed that there are many obstacles and difficulties in the way of Japan prohibiting her subjects from trading with the enemy during the continuance of the struggles in the West.

AMERICAN TRADE IN CHINA.

PROPOSED ORGANIZATION IN SHANGHAI.

The suggestion that American business men in Shanghai should combine with a view to forming an organization for the furtherance of American trade and American interests generally in China, has been very favourably received and will probably be given definite shape in the course of the next few days. It has been the practice of late to have special Wednesday luncheon meetings at the Palace Hotel, where American business men have met representatives of American houses visiting Shanghai on business, and other travellers, and it is from these meetings that the new idea has originated. The matter will be fully discussed at a meeting to be held at 5 o'clock on Wednesday afternoon at the Palace Hotel, at which the American Consul-General, Mr. T. Sammons, who has taken great interest in the proposed organization, will preside.

Although the scheme has not yet taken practical form, we understand that the new organization will be somewhat on the lines of the newly-formed British Chamber of Commerce, and will undertake duties relative to the protection of American interests and the furtherance of American trade here. The movement is assured of strong support, and it is expected that there will be a large attendance at the inaugural meeting. All American business men are asked to attend. The new organization is to be quite distinct from the Wednesday Tiffin Club. The latter will continue as usual, it is hoped, with an increased membership, its usefulness having already been proved. *N.C. Daily News.*

MORE GERMANS DEPORTED FROM JAPAN.

Five more German residents in Yokohama have been ordered to leave the country early this month on the ground that their actions are calculated to disturb public peace and to be detrimental to the interests of the Empire. They were ordered to leave the country within a week. The deportees are:

G. E. Schulz, 32 years of age, baker, Yokohama.
Wilhelm F. Steinwascher, 42, foreman stokers employed by the Pacific Mail Steamship Company, Yokohama.
Carl F. Benrath, 35, in charge of the Hamburg-America Line in the firm of C. Illies & Co., Main Street, Yokohama.
Adolph Richter, 51, proprietor of the Imperial Hotel, Yokohama.
K. Dehn, 32, Manager of G. Strauss & Company, Yokohama.

CHINESE SUPERSTITION.

LEGENDARY ORIGIN OF ILL-LUCK IN PEACOCKS' FEATHERS.

Superstition of a foolish but harmless kind are very difficult to trace to their origins. Why should, for example, coral or hare's feet be lucky, why should it suggest misfortune to bring flowering may blossom over the threshold, or peacocks' feathers be unlucky whether worn or carried indoors?

An American writer has accounted in an interesting manner for the proverbial distrust with which peacocks' tail-feathers are regarded. The legend is an Eastern one. When this bird was created, so the story goes, its beauty and magnificence stirred the seven deadly sins to jealousy. They were loud in their complaints that the more resplendent peacock should be more lovely than they. The Creator, however, answered them in this fashion: "You are right. I have been unjust, for I have already given you too much. You shall be as black as the night that conceals you."

The green eye of jealousy was then plucked out, with the yellow eye of envy and the red eye of murder, and all three were added to the peacock's already brilliant tail. However, the blind sins are always pursuing the feathers in order to get back their eyes, which is the reason that whenever this beautiful plumage is worn, misfortune is supposed to follow directly behind.

CHINA'S MILITARY WEAKNESS.

VICE-PRESIDENT'S ALLEGED MESSAGE TO OFFICIALS.

In reply to telegrams from the Chiang Chun and Governors blaming the Government for its failure in the recent diplomatic dealings with Japan, Vice-President Li Yuan Hung is stated to have despatched the following circular telegram to the provinces:

"The conclusion of the recent diplomatic negotiations between China and Japan is a mortal blow to our country. The Government, with the object of warding off the dangers closer upon its heels, has acquiesced in every demand Japan has presented to us and a new treaty has been signed to this effect. In acting thus the Government believes it is doing the best to maintain friendly relations with its neighbours. However, it is feared that at the conclusion of the European war the European Powers on the pretext of equal opportunity in the Far East will present a series of equally grave demands upon China, then how shall we be able to satisfy them? In this way the end of this nation will be near. We fear we must hold Japan responsible for all such troubles in the future."

WEAKNESS AND LACK OF MILITARY PREPARATION.

"Since the Japanese attack upon Tsingtao the Tsun Cheng Yuan held several secret meetings discussing the measures to be taken for any emergency and the President also sent delegates to attend such meetings, but on account of lack of military preparations we had to submit to allow Japan to violate our neutrality and ride roughshod over the territory of Shanghai. We have been very indignant at the outrageous conduct of the Japanese, but we dare not utter a single word of protest. This is the only expedient course open to a weak nation. As soon as the Sino-Japanese negotiations broke off, I was the first man who advocated war. I know full well that the present military strength of this country is not adequate to wage war against Japan, but since we were pressed so hard we had no alternative but to fight in desperation. Granting that we were beaten by Japan, the worst thing which would have befallen us would have been the loss of our national existence. It is better for us to lose our national existence after being beaten rather than to lose it without offering any resistance. During the last year I made a number of proposals for strengthening the means for our national defence, but owing to lack of financial resources my suggestions have been shelved. This is the difficulty which has been in charge of the General Staff have usually met with."

CHIANG CHUN BLAMED.

"Now the die is cast and the new treaty is signed, but the Chiang Chun of the provinces have lately shown much activity in despatching telegrams to the Government, ascribing the cause of the recent diplomatic failure to the incompetency of the General Staff, whom the Chiang Chun hold to strict account for his negligence in military matters at the critical moment. To a casual observer, I should accept a due share of blame for this, but practically speaking I have met with various kinds of difficulties which cannot be plainly mentioned to others, but which, nevertheless, may justify my lack of action in the recent diplomatic failure. It should be remembered that the Chiang Chun of the provinces now have large numbers of troops at their command, upon whom the existence of the country ultimately depends; while I, though I desire to save the country, am practically doing nothing. What use was it for me to make empty words and wave my naked hands? Since last year I discussed with you, the Chiang Chun of the provinces, various reform measures concerning the strengthening of the national defence, the reorganization and the training of troops. Among you there have been a few who have entered into the measures that I proposed, but most of them have treated such measures indifferently. It should be remembered that even at peace time a country cannot overlook the importance of its military preparations. Now this country has entered upon a career full of perilous possibilities, yet those who are in command of the troops have looked upon the measures relating to the reorganization of troops with indifference. This is the immediate cause for the lack of military preparations in the country, which has been tributary to recent diplomatic failure. Now the Chiang Chun have sharply blamed the Central Government for which and of course there are reasons for this. The Central Government has been criticised and upbraided, but let the Chiang Chun think over the matter carefully and ask themselves whether they can be exempted from blame for the recent diplomatic insult."

"THOUGH OUR CART HAS BEEN UPSET, OUR JOURNEY IS STILL VERY LONG."

"Though our cart has been upset, our journey is still very long. I hope the Chiang Chun will not feel over-grieved for the loss of sovereignty and prestige of the country in the failure of the present diplomatic dealings; what they ought to always keep in mind is the improvement of our military organization; nor should they rejoice at the peaceful settlement of the diplomatic question, but should remember that the reorganization of military affairs is of prime importance to the country, and some day we shall be able to vindicate this national insult. As to myself I always find myself lacking in adequate knowledge and proper qualifications to perform my duty as the Chief of the Board of General Staff, and it has been my earnest desire to request the President to relieve me of this post. After my resignation someone better qualified than myself will be appointed to succeed me as the Chief of the Board of General Staff. With him you, the Chiang Chun of the provinces will co-operate for the improvement of the military affairs of the country." *Peking Gazette.*

"[Since the above was in type we have seen a telegram by the Vice-President branding the message as a forgery, and attributing its issue to rebels. He explicitly denies the statements it contains and says that throughout the negotiations he was in complete agreement with the President.] Ed.]

DEATH OF PROFESSOR COOPER OF SHANGHAI.

The news received by cable of the death of Professor F. C. Cooper has thrown a shadow over the life of St. John's University, says the *N.C. Daily News*, and caused grief with which everybody will sympathize.

Mr. Cooper was born in London in 1861, and received his education in that city. He qualified as an Associate of the Pharmaceutical Society, and in 1886 came out to Shanghai to join Messrs. Vackel & Schroeder. During his early years of residence he was an enthusiastic Volunteer and at one time was Sergeant of "B" Company. He was a skilful photographer and was one of the founders of the first Photographic Society of Shanghai. In 1892 he married Miss Emily G. Browne, of the London Mission. After eight years in business, he joined the staff of the American Church Mission, and was appointed Professor of Natural Science at St. John's. He spent a year in study in England, and began his work early in 1895. For twenty years he rendered faithful and efficient service both to the University and to the Mission. Although he received several tempting business offers, nothing could induce him to give up the work in which he was so keenly interested.

The development of St. John's is due in no small measure to his counsel and assistance. The military drill which has now become a regular part of the discipline of the students was introduced by him. In recognition of his valuable services, the honorary degree of Master of Science was conferred on him on Commencement Day, 1908. During the absence of Dr. Pitt, he was acting President from 1909 to 1910. He was a born teacher and a very lucid lecturer, all that he did being characterized by thoroughness. Last June he returned to England on furlough. Although in poor health it was hoped that by rest and change he would soon recover. After a time it was discovered that he was suffering from a malignant form of cancer, so deep-rooted that an operation was impossible.

That he had won a large place for himself in the affections of his students, both past and present, was evidenced by the fact that many of his former pupils, now residing in England, visited him frequently during his illness, among them being Mr. Alfred Sze, the present Chinese Minister to London. Among other positions of trust which he held was that of Trustee of the Union Church, and he was also Secretary of the Council of Advice of the Mission. Among the qualities which endeared him to his friends, associates and students, were his sterling honesty and marked unselfishness.

THE HONGKONG VOLUNTEERS.

CORPS ORDERS BY LIEUT.-COL. A. GRAPMAN, V.D.

RESIGNATION.

1.—Pte. P. H. Rathman is permitted to resign dated 14th June, 1915.

PARADES.

2.—Parades for to-day (Tuesday).
5.30 p.m. Nos. 1 and 2 Sections Artillery Battery, Centre and Left Sections M.G. Co., and Civil Service Co.—Company Drill and Skirmishing at Happy Valley. Members proceeding from Central District to fall in on road between Law Courts and City Hall at 5.15 p.m. and travel by special tram.
5.20 p.m. Right Section M.G. Co.—Squad drill and Skirmishing at Happy Valley. Fall in and proceed as above.
5.30 p.m. Scouts Company (except members on duty at Detention Camp on 14th and 15th inst.)—Squad drill and musketry exercises at Headquarters.
5.30 p.m. Signalling Section—Examination of 8 members (as detailed by Sgt.-Major Blair) at Murray Battery.
5.30 p.m. Stretcher Bearer Section—Instruction at Headquarters. All members must attend.

DETAILS.

3.—On duty at Headquarters: H.K.V.R. On duty at Gun Club Hill, Kowloon: H.K.V.R. At Kowloon (Detention Camp). On duty at night: Scouts Company. Officer on duty: Lieut. Murphy. Orderly Officer: 2nd-Lieut. Bonnar, H.K.V.R. Orderly Sergeant: Sergt. Hurley, H.K.V.R.

Note.—Reference Corps Orders of 8th June, 1915, and 10th June, 1915, members of the Corps on duty at the Detention Camp, Kowloon, who live or work at Kowloon may parade at Hung Hom at 6.50 p.m. instead of at the Star Ferry Wharf, Hongkong, at 6.20 p.m.

All others will assemble at the Star Ferry Wharf, Hongkong, at 6.20 p.m. and cross to Kowloon by the 6.25 p.m. ferry in charge of the Officer on duty.

G. E. STEWART, Capt., Adjutant, H.K.V.C.

HONGKONG POLICE RESERVE.

(CENTRAL POLICE STATION.)

PARADES.

Tuesday, June 15th.—Portuguese Company, Rifle Exercises under Chief Inspector. Examination of some candidates for N.C. rank.

Wednesday, June 16th.—Chinese Company, Rifle Exercises and examination of some candidates for N.C. rank.

MUSKETRY.

About thirty men are being detailed for Musketry Practice at Kowloon City Range on Saturday afternoon, June 19th. They will be duly advised by the Musketry Sergeant.

INSTRUCTION IN POLICE DUTIES.

All members of the Police Reserve are warned that they will shortly be required to go through a course of lectures and pass an examination on Police duties; to do patrol work with the regular police and attend the Police Courts for instruction in giving evidence.

F. C. JENKIN, D. S. P. (Reserve).

INTIMATIONS

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(ESTABLISHED 1850).

(TELEPHONE 1741).

TROPICAL WEIGHTS IN AERTEX CELLULAR SHIRTS & UNDERWEAR.

AERTEX VESTS

\$2.00 TO \$3.50 EACH.

AERTEX DRAWERS

\$2.00 AND \$3.50 PER PAIR.

AN AERTEX CELLULAR COTTON VEST (HALF SLEEVE) AND TRUNK DRAWERS, as illustrated, is An Ideal Suit of Summer Underwear.

WHITE LISLE DAY SHIRTS

SOFT SINGLE CUFFS.

\$3.75 AND \$5.00 EACH.

WHITE LISLE TENNIS SHIRTS

COLLAR ATTACHED.

\$3.75 EACH.

WHITE "COTELLA" DAY AND

TENNIS SHIRTS

\$2.75 EACH.

Wear AERTEX Cellular and keep cool.

AERTEX ventilates the body—lets out the heat and keeps the skin dry and cool.

It prevents that uncomfortable warm feeling caused by too closely worn underwear. It is beautifully soft and will not irritate the most sensitive skin. Doctors recommend it as the most healthy fabric ever invented.

LANE, CRAWFORD & CO.

[22]

WE ARE OFFERING FOR ONE MONTH ONLY A SPECIAL LINE

IN

DRAB LINEN,

COAT AND TROUSERS \$7.50.

GROSE & CO., LTD.,

TAILORS,

29, DES VŒUX ROAD,

HONGKONG.

LONDON CUTTER.

Hongkong, 14th June, 1915.

[662]

BEFORE LEAVING FOR HOME

ON A HOLIDAY

ORDER THE

"HONGKONG WEEKLY PRESS"

TO BE SENT TO YOU, AND SO

KEEP IN TOUCH WITH THE FAR EAST.

ALL THE NEWS OF THE WEEK FULLY RECORDED.

INCLUDING THE MOVEMENTS OF THE LOCAL MARKETS.

24 PAGES!

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24 PAGES!!!

NEW ADVERTISEMENTS

NOTICE.

THE OFFICE OF CHINESE MARITIME CUSTOMS for Kowloon and District will be CLOSED to Public Business on the 17th instant (5th day, 5th moon), being the date of the Summer Holiday.

E. GOODE, N. LOWDER,
Commissioners of Chinese Customs.
York Buildings,
Hongkong, 14th June, 1915. [655]

TO LET AT THE PEAK.

WELL FURNISHED 5-ROOMED HOUSE, 3 Bathrooms, Self-heating, dust-proof Dry Room, Large Basement and Servants' Quarters.

Apply—
Care of "Daily Press" Office,
Hongkong, 15th June, 1915. [636]

NOTICE.

ON WEDNESDAY, 16th June, being the Anniversary of the Birth of H.M. THE KING OF SWEDEN, a Reception will be held at the Swedish Consulate between the hours of 11 A.M. and 12.30 P.M.

Hongkong, 14th June, 1915. [659]

WANTED.

YOUNG ENGLISH LADY STENO. GRAPHIST. Seeks Situation. Good speeds. Previous Experience—Confidential Stenographer London Office.

Apply—
Care of "Daily Press" Office,
Hongkong, 14th June, 1915. [680]

CANTON-KOWLOON RAILWAY.

SUMMER TRAIN SERVICE.

THE PUBLIC IS HEREBY NOTIFIED that on and from TUESDAY, June 15th, SEVERAL IMPORTANT ALTERATIONS and additions will be made in the Train Service. Three Express Trains will take the place of those now running, timing as under—

UP EXPRESS TRAINS.	
Kowloon dep.	CANTON ARR.
7.08 A.M.	10.40 A.M.
12.05 P.M.	3.40 P.M.
4.00 P.M.	7.33 P.M.

DOWN EXPRESS TRAINS.	
CANTON dep.	KOWLOON ARR.
7.00 A.M.	10.30 A.M.
12.00 P.M.	3.32 P.M.
4.20 P.M.	7.52 P.M.

Important Alterations have also been made in the Local Train Service.

For further particulars see Time Tables, which may be had on application at all Stations and at the Head Offices, Kowloon and Canton.

By Order,
H. P. WINSLOW,
British Section,
Kowloon-Canton Railway.

By Order,
THE ADMINISTRATION,
Chinese Section,
Canton-Kowloon Railway.
Kowloon, 8th June, 1915. [645]

MESSRS. KOMOR & KOMOR

EXHIBIT at their ART GALLERY
Alexandra Buildings.

FOR 10 DAYS ONLY,
FORTY-FIVE SELECTED
PICTURES

by
E. KATO.

An inspection is cordially invited.

KOMOR & KOMOR.
Hongkong, 8th June, 1915. [646]

G. R. NOTICE.

ANY EUROPEAN desiring to leave the Colony should apply in writing for permission to do so to the PROVOST MARSHAL-Head Quarters Office, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height, complexion, and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave.

Applicants should apply in person for their passes to the PROVOST MARSHAL at Head Quarters Office between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Hongkong, 26th January, 1915. [207]

G. R. NOTICE.

ALL Persons applying to the PROVOST MARSHAL for Passes are requested in future to apply between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Hongkong, 16th February, 1915. [322]

CHEAP SALE FOR 15 DAYS ONLY.

THE Undersigned will sell at a Clearance Cheap Sale Clothing Materials comprising the following—Japanese Silk, Satin, Taffeta, English Satin, Umbrellas, Sunshades, Towels, Velvet, Velveteen and Sundries.

H. H. POOL & Co.,
15 and 16, D'Aguiar Street,
Hongkong, 1st June, 1915. [614]

HOUSES TO LET

TO LET.

"HOMEVILLE" No. 153, Wanchai Road, 10-Roomed House, with Small Garden. Splendid View of the Harbour.

TWO GODOWNS at Wanchai, Nos. 6 and 8, Cross Lane (formerly occupied by Meyerink & Co.).

Apply—
Care of "Daily Press" Office,
Hongkong, 14th June, 1915. [681]

TO LET IN KOWLOON.

FURNISHED ROOM with Board in English Family; Nice locality. Terms moderate.

Apply—
Care of "Daily Press" Office,
Hongkong, 10th June, 1915. [635]

TO LET—AT THE PEAK.

Till the end of September.

NO. 2 STEWART TERRACE.
Furnished and newly done up.

Apply—
H. E. POLLOCK,
Prince's Building,
Hongkong, 10th June, 1915. [638]

TO LET.

SPACIOUS GODOWN, No. 10, Lee House Street.

Apply to—
DAVID SASSOON & Co., Ltd.,
Hongkong, 9th June, 1915. [651]

TO LET.

HOUSES in TORRES BUILDINGS, Kowloon.

Apply to—
SPANISH DOMINICAN PROCUSSION,
Hongkong, 9th June, 1915. [601]

TO LET.

FURNISHED, including a splendid Piano. "FAIR VIEW," No. 3, Robinson Road, containing 6 Rooms, with ample Servants' Quarters.

Apply to—
DAVID SASSOON & Co., Ltd.,
Hongkong, 1st June, 1915. [615]

TO LET.

2ND FLOOR No. 1, DUDDELL STREET, for Office or Dwellings.

Apply within.
Hongkong, 1st June, 1915. [616]

TO LET.

FOUR-ROOMED FLATS in Hanot Road, Kowloon, and MAY ROAD, Hongkong, with possession on or about 15th August next. English Baths and Kitchen ranges, Hot and Cold Water, Electric Light. First Class Modern Apartments throughout, including Water Carriage System.

"PENTHREW," Minden Row, Kowloon, 6-Roomed House, with Tennis Court.

2 and 3, MINDEN VILLAS, Kowloon, 5-Roomed Houses with Tennis Courts.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

FLATS in Nathan Road, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., Ltd.,
Alexandra Buildings,
Hongkong, 4th June, 1915. [553]

TO LET.

A HOUSE in Knutsford Terrace, Kowloon.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.,
Hongkong, 1st March, 1915. [45]

TO LET.

BRITISH CONCESSION, SHAMEN, CANTON.

JUST Completed: Building of Modern Fire-Proof Structure; Electric Light and Hot and Cold Water Installation throughout. Good Office and Godown accommodation. Three self-contained Flats. Occupation and July. Inspection invited.

Apply—
T. E. GRIFFITH, Ltd.,
Canton, 28th May, 1915. [611]

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply—
SECRETARY,
A. S. WATSON & Co., Ltd.,
Hongkong, 28th May, 1915. [36]

TO LET.

HOUSES in CLIFTON GARDENS, Conduit Road.

OFFICES, facing the Harbour between the Hongkong Club and Post Office.

58, THE PEAK "THE RETREAT."

21, WONG NEILONG ROAD, GODOWNS, New Prince's Kennedy Town, GODOWNS, at Wanchai Road.

Apply, etc.

THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.,
Hongkong, 1st April, 1915. [38]

TO LET.

OFFICES in St. George's BUILDINGS, Second Floor, Overlooking Harbour.

Apply to—
SHEWAN TOMES & Co.,
Hongkong, 3rd December, 1914. [39]

TO LET.

THE GROUND FLOOR of No. 8, DES VIGUE ROAD CENTRAL, occupied by Madame Gains, etc.

Apply to—
DAVID SASSOON & Co., Ltd.,
Hongkong, 10th February, 1915. [272]

TO LET.

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.

GODOWN, No. 9, Lee House Street.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.,
Hongkong, 1st March, 1915. [34]

INTIMATION

stands for Excellent, and anyone who drinks our E. PORT, E. SHERRY, E. WHISKY or E. BRANDY can be in no doubt that the letter E signifies excellence of a high order and good value for money. By buying in bulk from the very best firms, and bottling ourselves, we are able to give our customers better value for money than we could by importing the same thing by the case. There is an old saying "Wines mature in bottle, Spirits in cask."

That is the *raison d'être* of our magnificent wine vaults, which challenge comparison with anything of the kind not only in Hongkong but the Far East. There our wines are bottled off soon after they arrive, but our spirits, except for a small stock to meet daily requirements,

are kept in wood. That is why our spirits improve in quality, and spirits imported in cases do not. Our customers get the benefit of that increment in value, as we charge nothing for it. We cordially invite our customers to pay a visit of inspection to our wine vaults, and satisfy themselves that the above is no idle newspaper puff.

A. S. WATSON & CO., LTD.

WINE & SPIRIT MERCHANTS.

BIRTH.

OLIVIA—On June 8th, at Shanghai Victoria Nursing Home, to Mr. and Mrs. J. N. OLIVIA, a daughter.

DEATH.

OLIVER—Dr. A. E. OLIVER, at Hankow, June 7th.

HONGKONG OFFICE: 104, DES VIGUE ROAD, C.

LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 15TH, 1915.

LOOKING BACKWARDS.

It is seven hundred years ago to-day since Magna Charta was signed. Yet so closely are the past and the present interwoven in our national life that it can with truth be affirmed that we owe to the armed Barons who forced the King's hand at Runnymede on June 15th, 1215, some of the fundamental liberties upon the possession of which we pride ourselves to-day. Indeed, it is only a few months ago that Lord Ponsonby successfully invoked the provisions of the Great Charter when opposing a clause in the Defence of the Realm Act that conferred upon the authorities power to try civilians by Court Martial, and, as a consequence, obliged the Government to introduce an amendment restoring to British subjects their inalienable right to be tried by a jury in the Civil Courts. Based on the Charter granted by HENRY I., which drew its inspiration from "the good old laws of Edward the Confessor," Magna Charta holds a conspicuous place in history both by reason of its comparative completeness and because it was wrung from a reluctant monarch by a class who had hitherto been the willing agents of the Crown in suppressing Saxon customs. Though many of its provisions relate to feudal exactions now so long obsolete that the restraints upon them cease to be intelligible, there remain important clauses, which, if every subsequent law were swept away, would still preserve the bold features that distinguish a free from a despotic monarchy. "All that has since been obtained," says HALLAM, "is little more than a confirmation or commentary." The outstanding feature of the document is that which stipulates that "No freeman shall be

taken or imprisoned, or be disseised of his freehold or liberties or free customs, or be outlawed or exiled, or any other-wise damaged . . . but by lawful judgment of his peers or by the law of the land." This stipulation established the supremacy of the fixed principles of the law over the will of the monarch, and, as a further safeguard, set up a perpetual popular tribunal to check the official judges, should they be tempted to sacrifice the liberties and privileges of the subject.

Besides prohibiting all denials and delays of justice, the Charter—Blackstone points out—fixed the Court of Common Pleas at Westminster in order that suitors might no longer be harassed with following the King's person in all his progresses, and, at the same time, brought the trial of issues home to the very doors of the freeholders by directing Assizes to be taken in the proper counties and establishing annual circuits. It regulated, also, the time and place of holding the inferior tribunals of justice, the County Court, Sheriff's turn and Court-leet. No one was to be condemned on rumours or aspersions, but only on the evidence of witnesses, and in all cases fines were to be proportioned to the magnitude of the offence, while even the villein or rustic was not to be deprived of his necessary chattels. To ensure that these concessions were not ignored a copy of the Charter was sent to every Cathedral with an order that it was to be read publicly twice a year, and it was ratified no fewer than thirty-nine times. Nevertheless, there were many attempts by monarchs aiming at absolute power, to ignore its provisions, but these attempts, though often attended by temporary success, recoiled ultimately upon the heads of those rash enough to make them, and were followed by further curtailments of the royal prerogative. The doctrine of "the divine right of Kings" never found acceptance amongst the English people, accustomed from Saxon days to the election of their ruler and to the conduct of national affairs by the Witanagemote, and this fact JOHN, HENRY III., EDWARD II., RICHARD II., CHARLES I., and JAMES II. learned to their cost. Even CROMWELL, though strong enough to seize and hold the reins of power as the champion of popular rights, went in fear of his life during the latter years of his Dictatorship, and his son, who succeeded him, was soon glad to abandon the unequal contest.

The *Liberty of Freedom*, relinquished seven hundred years ago, was never again extinguished. Though at times its flame burnt low when caught by the fierce cross-currents of civil strife, it was never allowed to burn dimly for long, and was steadily borne onward. Fifty years after the signing of the Great Charter, SIMON DE MONTFORT, as leader of the still rebellious barons, convened a Parliament, which was the beginning of our present House of Commons, two knights from each shire and two deputies from each city and borough being summoned, in addition to the peers and prelates, to take part in its deliberations. In the next reign, as a consequence of having exacted money illegally for the prosecution of his wars against Scotland and France, EDWARD I. was obliged to confirm the Charter and add to it a new clause securing the nation for the future from taxation without the consent of Parliament. Under HENRY IV. the Commons, who had assembled in a separate Chamber since the time of EDWARD III., claimed the exclusive right of originating money Bills; the liberty of discussing all public questions without the King's interference; and freedom from arrest during their attendance at Parliament—a privilege which the Lord Chief Justice upheld four centuries later in the famous case of JOHN WILKES. They asserted their right to withhold supplies in the reign of HENRY VIII. by declining to vote more than half the sum asked for by Wolsey on behalf of his royal master, and they showed their independence when the Cardinal evinced a desire to argue the matter by respectfully informing him that it was the rule of the House never to reason except among themselves. They stoutly refused to permit ELIZABETH to grant monopolies, and compelled her to yield to their wishes. The first Parliament of JAMES I. reminded him plainly that no laws could be made or altered without their consent; the second went a step further and declined to vote supplies until all their grievances were redressed; and the third protested loudly against his illegal devices for raising revenue without their aid by re-introducing feudal customs. When HIS MAJESTY told them that they had no right to meddle in affairs of State and only owed their privileges to the grace of his ancestors and himself, the House of Commons retorted that "freedom of speech and the privileges of Parliament are the undoubted birthright and inheritance of the

subjects of England." The last Parliament of this reign won a victory by passing an Act declaring monopolies to be unlawful. The dispute was unwisely continued by CHARLES I., with the consequence that Parliament, by exercising the power of the purse, forced him to sign the Petition of Right, pledging himself never to raise money without their consent, never again to imprison persons for refusing to pay illegal taxes, not to billet soldiers upon private individuals, and not to subject the people to martial law. It was his failure to regard this document as anything more than "a scrap of paper" that brought him to the block. A very important principle was re-affirmed in the reign of CHARLES II. by the passing of the Habeas Corpus Act, which secured to every prisoner the right to be tried within a certain time after arrest, instead of being left to languish in a dungeon indefinitely, and provided that, if once set free, he could not be imprisoned again for the same offence. This, of course, merely restored to the subject the ancient constitutional safeguards of which the weakness of the judges and the bad faith of despotic monarchs had deprived him. A clause to which reference has more than once been made in this Colony provided that no inhabitant of England (unless by his own consent, or in case he should have committed a capital offence in the place to which he is deported) should be sent prisoner to Scotland or to any place beyond the seas, within or without the British Dominions. The power of granting supplies having been established, the right also of appropriating them was assumed by the Convention Assembly that invited WILLIAM OF ORANGE to the throne, and it was during the reign of WILLIAM and MARY that the first Ministry or Cabinet was formed, the members being chosen from the leading representatives of both Houses of Parliament instead of from the members of the Privy Council and others whom the monarch saw fit to summon. At the same time the Liberty of the Press was secured by the expiration of the Act forbidding unlicensed printing. Popular representative Government was given a further impetus by the Reform Bills of 1832 and 1867 and by the Franchise and Redistribution Bills of 1884, while the old claim of the House of Commons to be supreme in matters of finance was reaffirmed by the Parliament Act of 1911. Thus we see, in the words of TENNYSON, how

"Freedom broadens slowly down
From precedent to precedent."

A mail for Europe via Siberia closes to-day at 3 p.m.

About eighty motor-cars are now registered in Tientsin.

The total donations and subscriptions received up to date for the Territories Entertainment Fund in Hongkong, amount to \$1,518.72.

Mr. J. H. Bone, of Messrs. Jardine, Matheson & Co.'s Hongkong office, is shortly proceeding home. Mr. Bone, who is a member of the Hongkong Volunteer Corps, hopes to "do his bit" at the Front.

The marriage took place at All Saints' Church, Kobe, recently of Miss Gladys Ford Woolley, daughter of Mr. and Mrs. Alf. Woolley, of Kobe, to Mr. E. H. Murphy, of the Hongkong and Shanghai Banking Corporation.

Seven cases of plague were notified in the Colony last week, two being imported cases. All were fatal, the victims being Chinese. The other cases of communicable disease reported last week were three of enteric fever (one Japanese and two Chinese), one case of small-pox and one of diphtheria.

The Emperor of Japan has presented General Sakuma with a gift of ¥30,000 and at the same time the General has been awarded a yearly life pension of ¥1,500. General Sakuma recently resigned, on account of age, his post as Governor-General of Formosa, which he had held for nearly ten years.

During the absence of Mr. Nelson B. Bryant on fifteen months' home leave, to date from July 1st, Mr. J. H. H. Houston, at present Deputy Commissioner at Tientsin, will be Deputy Commissioner at Shanghai. Mr. Bryant leaves Shanghai with his family by the R. M. S. *Monteagle* on July 6th.

A Chinese widow residing in the Cheung Po village has reported to the police that armed robbers visited her home recently and stole nearly \$100 worth of property, including jewellery, etc. One of the robbers struck her with a chopper, while others tied and gagged her daughter-in-law. The latter's husband secreted himself under the bed, and escaped molestation.

Mr. Jos. Ratcliffe, of the Coast Inspector's Office, Chinese Maritime Customs, Shanghai, has now received an official notification from the Infantry Record Office, Hounslow, to the effect that his son, Pte. A. E. Ratcliffe, of the Royal West Kents, was dangerously wounded in action, and on May 4th was at the Rawal Pindi Base Hospital, suffering from a gun-shot wound in the head.

Our Macao correspondent, writing of the strike of ricksha pullers in that Colony, reported in our issue of yesterday, mentions that a number of visitors from Hongkong who went to Macao for the Feast of St. Antony were much inconvenienced by the strike on Sunday, the weather being wet and warm. Since the advent of rickshas the "chair" has practically disappeared from the Colony. There are but four now in the whole of Macao.

The result of the first working year of the Banque Industrielle de Chine is announced. According to a telegram received, states a contemporary, the following resolutions were proposed at the general meeting of shareholders in Paris and unanimously passed:—1. To write off all constitution expenses; 2. Besides the statutory reserve to form a special reserve fund and credit same with Frs. 1,000,000; 3. To pay a dividend of eight per cent. on the capital paid up.

A special general meeting of the Shanghai branch of the Overseas Club is to be held on Wednesday, 23rd June, to discuss and if thought fit pass the following resolution proposed by Mr. E. S. Little, and seconded by Mr. E. F. Mackay:—"Resolved that members of the Shanghai branch of the Overseas Club urge the Government to take immediate steps to prevent trading with the enemy in China on lines similar to those prevailing in Great Britain and the Overseas dominions."

The *Peking Gazette* commenting on the appearance in the Birthday Honours List of the name of Sir John Jordan, H.B.M. Minister in Peking, as a Privy Counsellor, says: "A devoted friend and well-wisher of this country, it is a special pleasure to Chinese to learn of the continued confidence his Government reposes in Sir John Jordan, and his unobtrusive work in fostering friendly relations between Great Britain and China is heartily appreciated by Chinese as by his own countrymen."

Old Singapore friends will deeply sympathise with Mrs. Grigor Taylor, widow of the late Mr. W. Grigor Taylor, who for so many years resided in Singapore as chief manager of the Eastern Extension Telegraph Company, in the death of her eldest son, Mr. George Grigor Taylor, at Seremban Hospital from black-water fever. Mr. G. Grigor Taylor was formerly in the Telegraph Company's Headquarters at Electric House, Finsbury Pavement, London, before coming out to the East to engage in rubber planting.

A Chinese hit upon a very clever advertising dodge in a matched theatre in Yau-mati. In the middle of a performance he strode on to the stage, and pinned on the curtain a large advertising bill. Police are stationed at these theatres to stop any annoyances, and this man was promptly arrested by a *lukong*. The Chinese resented this "unfortunate termination to his 'stunt,'" and smacked the dutiful constable across the face. At the Magistrate's yesterday the defendant was fined \$10.

Among the passengers who left Japan on board the P.M. str. *Korea*, on her last voyage to San Francisco, were Mrs. Meyer-Waldock, wife of the last German Governor-General of Tsingtao, and her three children; Mrs. Pappenheim, widow of the German Military Attaché and filibuster who was murdered in Mongolia recently, and fifteen other Germans in the first-class and fifty-five in the intermediate class. The majority were said to be medical officers and attendants who were at Tsingtao during the siege, but were released by the Japanese authorities. None of them were allowed to land while the ship was in Japanese waters.

A Singapore contemporary observes that Mr. Robert Love, familiarly known to his many friends throughout the East as "The Colonel," has fallen on hard times of late. Since December he has been under treatment in Yokohama Hospital for a poisoned foot which resulted in the foot having to be amputated. He is now getting up and about and from what one knows of him will turn up again soon as lively as ever. "The Colonel" was dead and buried some years ago in consequence of a small-pox attack at Manila, but came up to time, and has done so again, though he has been hard hit by his illness, which has left him practically at the end of his resources. His friends will wish him a turn of luck.

THE WAR.

PEACE MEETINGS IN GERMANY.

SEQUEL TO APPALLING LOSSES.

ENEMY'S LIGHTNING CHANGES.

OLD TACTICS AGAINST RUSSIANS.

THE AMERICAN NOTE.

GERMANY RELIEVED AT ITS MILDNESS.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

PEACE MEETINGS IN GERMANY.

GERMANY'S APPALLING LOSSES IN GALICIA.

LONDON, June 13th.
Information has reached Petrograd that Peace meetings have been held in many German towns in consequence of the appalling German losses in Galicia where, it is stated, one Army of 150,000 was annihilated and re-created in a single month.

RUSSIAN OFFENSIVE DEVELOPING.

GREAT CAPTURES.

PETROGRAD, June 13th.
A communiqué states:—
In Galicia, in the valley of Sklo, a German motor battery advanced, but was compelled by the Russian artillery to retreat immediately.
The Russians captured at Juravno many ammunition waggons and field kitchens.
An Austro-German counter-attack, which reached the village of Gruszow, was immediately defeated.
We captured 33 officers and 400 men.
The Russian offensive is developing successfully at Shavli. The feature of the fighting was the brilliant charge of the Cossacks. We captured, in the three days' battle at Juravno, 348 officers, 15,431 men, 95 machine guns and also ammunition transport.
The enemy is endeavouring at other sectors to cross the Dniester.

GERMAN LIGHTNING CHANGES.

OLD TACTICS AGAINST RUSSIANS.

LONDON, June 13th.
That the Germans are reverting to their old tactics of lightning changes of front is evident from a Petrograd communiqué which, besides announcing the continuance of desperate fighting north of Shavli, mentions strong German attacks east of Mariampol, north of Prasnysz, east of Mlava railway, and in the Bzura region, left of the Vistula.
The enemy has suspended his attacks at Halicz as a result of his defeat at Juravno, but after a series of attacks down the Dniester, detachments crossed the river at the town of Zalesziki, considerably east of Juravno. Russian cavalry charged these detachments, slaying 500 and capturing 200.
Prisoners taken by the Russians in the recent fighting included several hundred unwounded Fusiliers of the Prussian Guard, the most popular regiment in Berlin where they are nicknamed "The Cockchafers."

The enemy originally selected Juravno as the crossing point, as the forests on the left bank hampered the Russian artillery, but the forests proved the ruin of the Germans whose centre was split and isolated detachments were easily taken in detail.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

FIGHTING FOR THE LABYRINTH.

PARIS, June 13th.
5.55 p.m.
To-day's communiqué states:—After an incessant night cannonade we captured the railway station at Souchez. A desperate battle continues in the southern part of the Labyrinth.

We have maintained all our gains.

FURTHER FRENCH SUCCESSES.

HEAVY GERMAN LOSSES.

PARIS, June 14th.
1.30 a.m.
The evening communiqué says:—
We stormed in the afternoon a fortified ridge to the north of the Souchez Railway, and organised and held the position against a heavy bombardment.
Our infantry, in the morning, in a single rush, captured three lines of trenches near Serre, on the Mailly-Maillet road, taking a hundred prisoners, who admitted that the German losses had been of the heaviest during the last few days.
Certain units, preparing to attack, were annihilated immediately they were formed.

A German counter-attack at Quennoevies farm, north of the Aisne, was repulsed. Soissons was afterwards bombarded with 120 shells.

ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ITALIAN PROGRESS.

ROME, June 13th.
A communiqué states:—There are reports of continued progress from all the theatres of action, and there has been good work by the airmen and artillery.
The Italians took some hundreds of prisoners.

IMPORTANT ITALIAN SUCCESSES.

ROME, June 14th.
A communiqué says:—
The enemy attempted to arrest the Italian offensive from Tonale to Carnia, mostly by means of night-attacks, but was everywhere repulsed.
Our offensive in the Nola zone continues rapidly and successfully. We also occupied at night-time the Valentino Pass, dislodging the enemy from successive trenches and pursuing him from rock to rock. Our Alpine secured this victory as result.

The Italian heavy artillery are now bombarding the fortress of Mal Borghetto, and have obtained remarkable results in a brief time, setting fire to a fort, and exploding ammunition and stores.

We are consolidating our positions across the Isonzo. Our heavy artillery destroyed a dyke at the Moulaleone Canal, and succeeded in interrupting the railway between Monfalcone and Gorizia, near Sagrado.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

SUBMARINE ACTIVITY.

LONDON, June 13th.
A British collier and a Norwegian sailing vessel have been submerged in St. George's Channel.

AIRSHIP ACTIVITY.

[THROUGH REUTER'S AGENCY.]

THE AIR-BATTLE AT EVERE, JOY OF TOWNSPEOPLE.

PARIS, June 13th.
8.45 p.m.
A French Eye-Witness reporting on the air-battle at Evere says that the tremendous German cannonade brought out the townspeople, who eagerly watched the contest. The British aeroplanes manoeuvred about, and the people shouted with joy when the German shells missed their mark. The Germans were attempting to remove the airship, which was a Zeppelin and not a Parseval, when suddenly the aeroplanes dived and threw three bombs which exploded in a most violent manner. Then there was an explosion and a flare, and the Zeppelin blew up.

The joy of the Bruxellois was indescribable and the people sang the "Marseillaise" and "Brabançonne."

The Germans lost their heads and sent cavalry to charge the crowd.

Five Taubes were also burned in a hangar and nineteen German soldiers were killed.

GENERAL.

[THROUGH REUTER'S AGENCY.]

AMERICA'S MILDNESS.

GERMANY BELIEVES NOTE ADMITS OF FURTHER ARGUMENT.

LONDON, June 14th.
The German papers are relieved at the mildness of the American Note, and anticipate a further period of argument, as they declare that the Note permits of discussion of methods of sea warfare, including the British methods.

AMERICA WARNED.

NEW YORK, June 14th.
The New York Herald warns Americans not to be lulled into a sense of false security by the Note, and says that the German crisis is not past—it is only beginning.

IN THE EVENT OF WAR.

WASHINGTON, June 14th.
Mr. Bryan, in another statement, says that the Note was materially altered after he resigned, though the change was insufficient to justify the withdrawal of his resignation. He does not doubt that the country will support President Wilson in the event of war.

STRUGGLE REACHED EXTREME INTENSITY.

GROWING POWER OF ALLIES.

PETROGRAD, June 14th.
An official statement says that the struggle has now reached its extreme intensity. The Germans have nearly doubled the troops in the field since the beginning of the war, and the possibility of a further increase in the infantry is doubtful. The Allies had compelled the Germans to keep on both fronts larger forces than was originally intended. The unshakable unity and growing power of the Allies augur well for future success.

THE MINISTRY OF MUNITIONS.

LONDON, June 14th.
Mr. Llewellyn, manager of the Cambrian Combine Celleries, has accepted an appointment in the Ministry of Munitions.

THE GREEK ELECTION.

ATHENS, June 13th.
There have been pro-Venezelist demonstrations in connection with to-day's election.
It is expected that Mr. Venezelos will be successful.

FAMOUS CASTLE PARTIALLY DESTROYED.

LONDON, June 14th.
Dunrobin Castle was partially destroyed by fire yesterday. Wounded inmates and valuables, including priceless pictures, were removed. The Duke and Duchess of Sutherland directed the helpers.

Many pictures and much antique furniture were destroyed in the fire.
An Army officer and two bluejackets who were helping the firemen were badly hurt.

THE PORTUGUESE ELECTIONS.

LISBON, June 14th.
The election is proceeding quietly. The results up to the present assure a Democratic majority and an Evolutionist minority.

SWATOW NOTES.

SWATOW, June 9th.

DEATH OF AN OFFICIAL.

Following close on the death of the Brigadier-General is the death of the Dantai. It was not unexpected. He has been a sufferer for some time. His duties will be attended to by Lu Kuei Pui, a man of some reputation. When called upon, he was doing magisterial work in the town of Ching Ai. That he has been marked off for Dantai duties, even temporarily, indicates that he is going to be promoted to higher office than that of the county magistrate. In the meantime, however, military rule is in the ascendancy and civil rule is largely in abeyance.

CRUSADE AGAINST OPIUM-SMOKING AND GAMBLING.

The new Brigadier-General has entered office determined to stamp out opium smoking and gambling. Having sent out a batch of soldiers to spy questionable quarters, they suddenly came upon a gang of twelve, some of whom were smoking opium and others gambling. Eight of these were discharged soldiers—four were Swatow men. He committed them to prison.

THE MILITARY HEADQUARTERS.

Swatow has been the headquarters of the military since the Revolution up till now. Brigadier Ma wants to take up residence at the prefecture city of Chaochowfu. It certainly is more central for the wide region he has to govern. Brigadier Vu, recently dead, has left heavy arrears. We are hoping that the new official will bring order out of chaos and make the law respected.

PLAGUE.

In the town of Fengshun there are several cases of plague. Anti-plague serum is now believed in, and as the antidote is put within reach of native foreign-trained men—the ravages of the plague will probably be greatly mitigated. In the town of Mienfu, about 55 miles from Swatow, there is a considerable outbreak of plague. It has suffered from this scourge more than most places. It is largely owing to insanitary dwellings. This matter of sanitation the Republican Government is giving no attention to.

BOYCOTTING JAPANESE GOODS.

Boycotting of Japanese goods is still maintained and there is no sign of diminution. A woman whose husband recently invested in Japanese goods committed suicide in protest against her husband's pro-Japanese spirit. The people applauded her action. The boycotting spirit is at no time to be recommended. It is at best but a spiteful weapon. The Japanese match, which was everywhere met with, is now discarded by hosts of people, and the old flint and paper is used instead. I wonder how long patience will endure on the part of the user. I think the Japanese ousted all competitors in the industry of making matches. Now is the opportunity for competitors to enter the field.

EDUCATION.

The brainy men of China to-day are giving attention to education. New notions come and go; this remains. At present there is dissatisfaction with the amount of progress made. In recent discussions, I note that greater accent is laid on the necessity of the study of Chinese language and literature, and less attention is to be given to foreign languages. There is also a desire to return to the yearly two-term system, as the three-term system is difficult to carry through. A large consensus of opinion favours military training for school boys. On Sundays, which are now recognised in all the educational institutions as a day of rest, it is strongly recommended that lectures be delivered to the boys on matters of conduct and morals. As a rule, Chinese boys are allowed too much freedom on their "off" day and frequently get into trouble.

CHINESE WHISKY AND TOBACCO.

People are anxious as to what the Government means to do with whisky and tobacco. These items are now taxed much more heavily. Both have been from time immemorial the monopoly of the people. Restrictions may produce much discontent. There are rumours to the effect that the Government is going to take over the sale of whisky. This will create an interminable hubbub. Ever, Chinaman I know distils his own whisky.

A Belgian Day was organised in Sydney, New South Wales, last month with the double object of paying a tribute to a brave nation and to help to relieve the distress which the war has occasioned among the Belgian people. "Belgian Day" was observed on May 14th. The collections on that day amounted approximately to £28,000, of which £21,000 were street collections in the city and suburbs of Sydney.

SHIPPING NOTES.

The steamer *Radnorshire*, which was requisitioned by H.M. Government, has been released and put on the run again to Far East ports last month.

A fire on board the steamship *Toyomaru*, belonging to the Kanamori Co. of Hakodate, and now chartered by the Nippon Yusen Kaisha, is stated to have destroyed about 460 bales of Bombay raw cotton and 14,000 bags of salt. The total loss is estimated at ¥1,000,000. The vessel which was anchored at the time off Wado Point, Kobe, was not seriously damaged.

One of the latest victims of what is believed to be the German submarine, is another neutral. She is the steamship *Cathay*, of Copenhagen, 2,500 tons, bound for China, with about 6,000 tons of general cargo. It may have been that she struck a mine, but it is thought she was torpedoed on the night of 5th inst. in the North Sea. Her crew, passengers, and pilot were landed at Ramsgate Harbour on 6th ult. from a British Government boat. The *Cathay* is one of the East Asiatic Company's regular liners between Denmark and Far Eastern ports.

New York papers state that the Hamburg-American steamship *Georgia*, now at New Orleans, has been transferred to American registry and renamed the *Housatonic*. The purchaser is the Housatonic Steamship Company, of which Edward F. Geer, of New York, is president. The other incorporators are George F. Allison, Frank Southard, Edward Sandford, and Henry M. Hewitt, of the New York law firm of Knight, Sandford and Smith. Mr. Geer owns shares of the stock. The stated price paid for the vessel was Gold \$85,000. The *Georgia* was built in 1901. She is a vessel of 3,143 gross tons.

There has been a remarkable rise in the value of shipping tonnage. A cargo steamer of 3,000 tons was built in 1905 at a cost of £21,750, and has just been sold for £49,500, or £14,750 more than her original cost 10 years ago. Her value for insurance in the State scheme was only £20,320, since the Government valuation is arrived at after deducting from the cost depreciation at the rate of 4 per cent. for each year of age. Even now, with the addition of 20 per cent. permitted on values, she would only be rated under the Government scheme at £27,380. That leaves £22,120 as the difference between the price actually paid for the Government valuation. A further example is a steamer, of nearly 3,000 tons, built in 1899 and sold in May of last year, for £14,500; in August for £18,000; in November for £20,000; and early this year for £25,000, an appreciation within 12 months of more than 70 per cent.

Lloyd's register giving the shipbuilding returns, for the quarter ended 31st March, 1915, says:—
The returns compiled by Lloyd's register of shipping, which only take into account vessels of 100 tons and upwards, the construction of which has actually begun, show that, excluding warships, there were 471 vessels of 1,587,467 tons gross under construction in the United Kingdom at the close of the quarter ended 31st March, 1915.

The tonnage under construction in the United Kingdom is about 40,000 tons less than that which was in hand at the end of last quarter, and about 303,000 tons less than the total building 12 months ago. It will be understood that the rate of progress in merchant ship construction is very much reduced in the present circumstances and that the immediate output will be considerably less than that which would be obtained under normal conditions.

NEW O.S.K. TRANS-PACIFIC LINERS.

LARGE REFRIGERATING SPACE.

The Osaka Shosen Kaisha are starting a trans-Pacific service in October with two new liners—the *Manila-maru* leaving on October 12th and the *Hawani-maru* on October 20th. These vessels which will be of 9,000 tons gross, will each have refrigerating space for 500 tons of cargo, this provision being made specially for carrying fruit, eggs, vegetables and other perishable cargo between China, Japan and America. The refrigerating machinery installed on these ships is of the most improved type and the temperature can be regulated to suit the various classes of perishable goods carried.

It is reported in German naval circles that Germany has lost 17 submarines since February 15th. The loss of Commander Weddigen has greatly depressed the crews of the other submarines.

A LOST CHANCE.

INTEMPERATE SHIP'S OFFICER.

At the Marine Court yesterday W. J. Fraser, third mate of the *Haimin*, was charged by the master of the *Uaimin*, Captain A. H. Stewart, with insobriety. The Court was composed of Commander Beckwith, R.N. (President), Acting-Commander Gibson, R.N., Capt. A. Mackinnon (Master, *Kinsman*), Capt. H. Trowbridge (Master, *Tean*), and Capt. John Legge (Master, *Linton*).

Captain Stewart's evidence was to the effect that when the defendant came to him and asked for the post of third mate he gave it to him. He knew the man's habits, but decided to give him another chance. On the 31st May, when the ship came back to Hongkong from Swatow, the defendant was under the influence of drink, and witness warned him. On the 3rd June Fraser was drunk, and interfered with the work on the ship. In the afternoon he was hopelessly drunk, and on the 4th inst. he was still too drunk even to go to the Harbour Office. He came on watch on the 4th inst. sober, and had been sober ever since.

The Court found the charges proved. Taking into consideration that the defendant's certificate of competency had been previously suspended for a year by a Hongkong Marine Court, and as from this and the evidence just given the man appeared to be a confirmed drunkard, and as such his Certificate of Competency was a menace to shipping, the Court ordered his certificate to be suspended for two years.

SHANGHAI TRADE.

Messrs. Illbert & Co. of Shanghai in their Piece-Goods Market Report say:—

There is a fairly steady feeling in the market, and clearances are becoming more general in character day by day, comprising a numerous description of imports for a well-distributed number of outlets. The total movement is only moderate, but the season of the year is usually a slack one, and there is also the native settling day, that takes place at the end of the first quarter after the Chinese New Year, due next week.

The Manchester market appears to have declined slightly compared to quotations of a week or two earlier, and the lower level is stated to have brought out a certain amount of fresh business, the market now being steady to firm.

The American Agricultural Bureau report gives a crop condition of 80 per cent. for May against 74.3 year. Uncertain weather has, however, strengthened prices since the issue of this report.

THE LIVING BANNER.

A LITTLE STORY OF BELGIAN PATRIOTISM.

Germany may temporarily overrun and override the soil of Belgium, but she cannot kill her spirit or her wit. Witness the story that M. Gerard Baetens tells in the *Echo de Paris*. It was at Antwerp on April 6th, the King of the Belgians' birthday.

Antwerp, in spite of the invader's hardly veiled threats, kept holiday, says the *Telegraph*. Paris's correspondent, who quotes the story, The schools were closed, the papers did not appear. So the demonstration was negative, but in the early afternoon the population of Antwerp, which, as a rule these days, keeps at home, came out and thronged the streets. It appeared as if these orderly thousands waited for some pagan to pass.

Then suddenly three little girls appeared, walking side by side in the very centre of the silent crowd, and one was dressed all in black, and the second was dressed all in yellow, and the third was a flame of red. So the living flag moved on a symbol of unconquerable patriotism, moved on through the streets and past the very muzzles of the sullen machine-guns which the Germans have placed in the great station square.

Eyes were wet and heads bared as the pageant, fragile as a flower, went by.

STARVING BRITISH PRISONERS.

The Copenhagen correspondent of the *Times* writes:—
A statement has reached me from a man who knows the smaller prisoners' camps in Germany to the effect that there is an enormous difference between the treatment of prisoners in the great camps (which Germans are very willing to show to some neutral foreigners) and the treatment in the small ones. In the latter, of which there are many in North Germany (Mecklenburg, &c.), the authorities have made agreements with some business-man who for 1 mark 20 pf. (about 1s.) per prisoner has to provide his food. This contractor in turn very often transfers his duties to another man, who takes over the business for a smaller sum. The consequence is that the prisoners are starved, and have to eat disgusting things, and even the German military guardians, many of whom have been at the front, have asked to be sent back in order to get away from the sight of such misery.

The *British North Borneo Herald* says: By public subscription the residents of Sandakan have purchased a particularly fine Brunel gong, which, after having been suitably mounted on mirabau, has been sent home to the Secretary of Lloyd's, Admiral Edward P. Lisle, to be presented to Lieut. J. W. Bell, R.N.R., D.S.O., as a small token of our admiration and respect for him, for having, when Captain of the steamer *Thordis*, rammed, sunk and disposed of a German submarine.

SHIPPING

ARRIVALS.

CHIAOCHOW, British str., 1,145, Wolf, 14th June—Bangkok 8th June, Butterfield & Swire.

CHINGCHOW, British str., 1,105, J. Doyle, 12th June—Karatsu 8th June, Coal—Doddwell & Co.

FOOLEY, Chinese str., 1,375, T. Migaoka, 14th June—Wei-hai-wei 10th June, General—Chinese.

FUKURA MARU, Japanese str., 1,929, T. Okazaki, 13th June—Moji 7th June, Coal—Mitsui Bussan Kaisha.

HONGWAN I, British str., 2,060, J. Mason, 13th June—Penang 8th June, General—Chinese.

HSINCHING, Chinese str., 1,428, Munro, 14th June—Tientsin 7th June, General—Chinese.

KUMAKATA MARU, Japanese str., 1,342, M. Tadokoro, 12th June—Karatsu 8th June, Coal—Doddwell & Co.

NIHON MARU, Japanese str., 1,633, S. Hibi, 12th June—Moji 6th June, Coal—Bradley & Co.

NISSHO MARU, Japanese str., 842, Y. Nakano, 14th June—Bangkok 8th June, Rice and Timber—Chinese.

PYRRHUS, British str., 451, G. Rodway, 13th June—Singapore 7th June, General—Butterfield & Swire.

TANGO MARU, Japanese str., 1,630, K. Soyeda, 14th June—Nagasaki 10th June, General—Y. M. S. S. S.

TITATON, British str., 1,500, J. A. Bouman, 13th June—Muntok-Java 20th June, General—Java-China-Japan Line.

TOSIGER, Chinese str., 552, M. Honda, 13th June—Bangkok 4th June, General—Chinese.

UNDA, British str., Griffiths, 13th June—Singapore 5th June, Kerosine Oil—Asiatic Petroleum Co.

WIMBORNE, British str., 2,207, Cantell, 12th June—Chingwan 6th June, Coal—Doddwell & Co.

YINGCHOW, British str., 1,221, Jones, 13th June—Shanghai 9th June, General—Butterfield & Swire.

CLEARANCES.

IN THE HARBOUR MASTER'S OFFICE—14th June.

HONGKONG, French str., for Haiphong.

KASHIMA MARU, Jap. str., for Yokohama.

LAURET, British str., for Saigon.

DEPARTURES.

14th June.

CHIPSING, British str., for Chingwan.

KWANGTAI, Chinese str., for Canton.

SINKANG, British str., for Chingwan.

TAISHUN, British str., for Shanghai.

UNDA, British str., for Shanghai.

YINGCHOW, British str., for Canton.

SHIPPING REPORT.

The Chinese str. *Hsinching* reports: Some fog—some rain, otherwise fine.

PASSENGERS.

ARRIVED.

Per *Titaton*, from Muntok-Java, for Hongkong, Miss Burger and Mr. Kalm.

Per *Yingchow*, from Shanghai, for Hongkong, Mr. Martin, Mr. Sullivan and child, and Mrs. Anderson.

DEPARTED.

Per *Kashima*, for Japan, Mr. Permut, Mr. Bickerton, Count Rachi-bi, Mr. R. A. Bryson, Mr. Yamane, Mr. J. Quin, Mrs. W. C. Humphreys, Mrs. W. Armstrong and child, Mrs. H. C. Brownell and child, Dr. and Mrs. Howard and infant, Miss J. Hamilton, Mr. and Mrs. R. Witherspoon, Miss H. Ripley, Mr. Goto, Mr. Shimidzu, Miss May Yohe, Mr. and Mrs. J. B. Sawyer and child, Mr. Tojo, Mr. Shibata, Mr. Ishikawa, Mr. and Mrs. Jess and two children, Mrs. E. R. Parsons and three children, Mrs. And and infants, Mr. F. W. Gibbons, Mrs. Lutz, Mr. and Mrs. Tazurahara and three children, Rev. Father Bertrand, Dr. Toda, Messrs. Inada, Tozawa, Umaji, Soji, Evans, Higuchi, Adzuma, Hayashi, Osawa, Mrs. Kondo, Mrs. Matsushita, Miss Yamazaki, Mrs. Yoshikawa, Mrs. Tanaka, Mrs. H. Kobayashi, Miss Harris, Mrs. Irene, Mr. Tomiyama, Mr. Shoji, Mr. and Mrs. Tsutsumi, Mr. and Mrs. L. A. Dugdale, Mr. Sotokawa, and Mr. Nathan.

VESSELS EXPECTED.

THE CANADIAN MAIL.

The C.P.R. str. *Montangle* left Vancouver, B.C., on 2nd June, p.m.

THE AUSTRALIAN MAIL.

The str. *Changsha* left Manila for Hongkong direct on 13th inst., and may be expected to arrive on 16th inst.

The str. *Empire* left Sydney for this port via Queensland ports, Port Darwin, Timor, and Manila on 12th inst., and may be expected to arrive here on or about 24th inst.

MERCHANT STEAMERS.

The str. *Itola* from Calcutta left Singapore on the 9th inst., afternoon, and may be expected here on or about the 15th inst.

The str. *Japan* from Shanghai and Kobe left Moji on the 12th June, a.m., and may be expected here on or about the 16th June.

SHIRE LINE, LIMITED.

Merionethshire, from London, is due in Hongkong 25th June.

Radnorshire, from London, is due in Hongkong 12th July.

INDRA LINE.

Indrasamha, from Vladivostok, is due in Hongkong end of July.

LATEST STEAMER MOVEMENT.

The str. *Sardinia* left Singapore for this port on the 13th inst., morning, with the outward English mails, and is due here on the 18th inst., at about 6 a.m.

The str. *Manchuria* will sail from Manila on the 14th inst., p.m., making her due to reach Hongkong on Wednesday, the 16th inst., a.m.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA TANTAL PORTS OF CALL	MALTA	Brit. str.	1 m.	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	On 19th inst., at Noon.
LONDON & LIVERPOOL	NETHERBY HALL	Brit. str.	1 m.	H. G. Evans, R.N.R.	THE BANK LINE, LIMITED	On 24th inst.
LONDON & SINGAPORE, VIA PANAMA, COLOMBO, &c.	KARMAIA	Brit. str.	1 m.	H. Fraser	P. & O. S. N. Co.	End of June.
LONDON	MONMOUTHSHIRE	Brit. str.	1 m.	H. Fraser	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at Noon.
MARSHBURN, LONDON & VIA SINGAPORE, &c.	HILANO MARU	Brit. str.	1 m.	Nippon Yusen Kaisha	NIPPON YUSEN KAISHA	On 26th inst., at 1 p.m.
MARSEILLES VIA PORTS	CHILI	Jap. str.	1 m.	Nippon Yusen Kaisha	MISSAGHIES MARITIMES	To-day, at 4 p.m.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	AKI MARU	Jap. str.	1 m.	Nippon Yusen Kaisha	NIPPON YUSEN KAISHA	On 21st inst., at 5 p.m.
VICTORIA & ATOOMA VIA MANILA & KEELUNG B.C.	CANADA MARU	Brit. str.	1 m.	Nippon Yusen Kaisha	OSAKA SHOSHA KAISHA	On 8th July.
NEW YORK VIA PANAMA	WAGTON HALL	Brit. str.	1 m.	Nippon Yusen Kaisha	THE BANK LINE, LIMITED	About Early in July.
NEW YORK VIA SUEZ CANAL	SAINT RONALD	Brit. str.	1 m.	Nippon Yusen Kaisha	DODWELL & Co., Ltd.	To-day, at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	CHINA	Am. str.	1 m.	Nippon Yusen Kaisha	PACIFIC MAIL S.S. CO.	On 22nd inst., at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MANOHARA	Am. str.	1 m.	Nippon Yusen Kaisha	PACIFIC MAIL S.S. CO.	On 25th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	TENTO MARU	Jap. str.	1 m.	Nippon Yusen Kaisha	TOYO KISEN KAISHA	On 13th July, at 10.30 a.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	NIPPON MARU	Jap. str.	1 m.	Nippon Yusen Kaisha	TOYO KISEN KAISHA	On 23rd inst.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	KASHIWARA	Brit. str.	1 m.	Nippon Yusen Kaisha	THE BANK LINE, LIMITED	On 23rd inst.
DELAGOA BAY, DURBAN, EAST LONDON, &c.	TANGO MARU	Brit. str.	1 m.	Nippon Yusen Kaisha	NIPPON YUSEN KAISHA	On 23rd inst.
AUSTRALIAN PORTS VIA MANILA	SHANGHAI	Brit. str.	1 m.	Nippon Yusen Kaisha	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
AUSTRALIAN PORTS VIA MANILA	ST. ALBANS	Brit. str.	1 m.	Nippon Yusen Kaisha	GIBB, LIVINGSTON & Co., Ltd.	On 23rd inst., at 11 a.m.
YOKOHAMA, KOBE & MOJI	YATUNG	Jap. str.	1 m.	Nippon Yusen Kaisha	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at D'light.
KOBE & YOKOHAMA	CAYLOR MARU	Jap. str.	1 m.	Nippon Yusen Kaisha	NIPPON YUSEN KAISHA	On 18th inst.
WEIHAUWEI & TIENTSIN	CHIPSING	Brit. str.	1 m.	Nippon Yusen Kaisha	JARDINE, MATHESON & Co., Ltd.	To-morrow, at D'light.
SHANGHAI, KOBE & YOKOHAMA	SINKING	Brit. str.	1 m.	Nippon Yusen Kaisha	BUTTERFIELD & SWIRE	To-morrow, at 6 p.m.
SHANGHAI	ATLANTIC	Brit. str.	1 m.	Nippon Yusen Kaisha	BUTTERFIELD & SWIRE	On 17th inst., at 4 p.m.
SHANGHAI	YINGCHOW	Brit. str.	1 m.	Nippon Yusen Kaisha	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at D'light.
SHANGHAI	KWONGSANG	Brit. str.	1 m.	Nippon Yusen Kaisha	P. & O. S. N. Co.	About 19th inst.
SHANGHAI	SARDINIA	Brit. str.	1 m.	Nippon Yusen Kaisha	JARDINE, MATHESON & Co., Ltd.	On 25th inst.
SHANGHAI	HANGSANG	Brit. str.	1 m.	Nippon Yusen Kaisha	NIPPON YUSEN KAISHA	On 25th inst., at D'light.
SHANGHAI, MOJI & KOBE	BOMBAY MARU	Brit. str.	1 m.	Nippon Yusen Kaisha	JARDINE, MATHESON & Co., Ltd.	About 2nd July.
SHANGHAI, MOJI & KOBE	POKESANG	Brit. str.	1 m.	Nippon Yusen Kaisha	P. & O. S. N. Co.	Quick despatch.
SHANGHAI, MOJI & KOBE & YOKOHAMA	KASHIWARA	Brit. str.	1 m.	Nippon Yusen Kaisha	JAVI-CHINA-JAPAN LINE	On 23rd inst., at 10 a.m.
SHANGHAI	TITATON	Brit. str.	1 m.	Nippon Yusen Kaisha	OSAKA SHOSHA KAISHA	On 20th inst., at Noon.
ANPING & TAKAO VIA SWATOW & AMOY	SOHBU MARU	Jap. str.	1 m.	Nippon Yusen Kaisha	DOUGLAS, LAUREN & Co., Ltd.	To-day, at 2.30 p.m.
TAMBUI & KEELUNG VIA SWATOW & AMOY	RAJO MARU	Jap. str.	1 m.	Nippon Yusen Kaisha	DOUGLAS, LAUREN & Co., Ltd.	On 22nd inst., at 2.30 p.m.
SWATOW, AMOY & FOOCHOW	HATUN	Brit. str.	1 m.	Nippon Yusen Kaisha	BUTTERFIELD & SWIRE	On 19th inst., at 3 p.m.
SWATOW, AMOY & FOOCHOW	BLANCHING	Brit. str.	1 m.	Nippon Yusen Kaisha	BUTTERFIELD & SWIRE	On 22nd inst., at 4 p.m.
SWATOW, AMOY & FOOCHOW	TEAN	Brit. str.	1 m.	Nippon Yusen Kaisha	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 3 p.m.
MANILA, CEBU & ILOILO	LOONGSANG	Brit. str.	1 m.	Nippon Yusen Kaisha	JARDINE, MATHESON & Co., Ltd.	On 17th inst.
MANILA, CEBU & ILOILO	CHINHUA	Brit. str.	1 m.	Nippon Yusen Kaisha	JAVI-CHINA-JAPAN LINE	On 21st inst.
MANILA, CEBU & ILOILO	YUNTSANG	Brit. str.	1 m.	Nippon Yusen Kaisha	NIPPON YUSEN KAISHA	To-morrow.
MANILA, CEBU & ILOILO	YUKING	Jap. str.	1 m.	Nippon Yusen Kaisha	NIPPON YUSEN KAISHA	On 19th inst.
MANILA, CEBU & ILOILO	KIRIN MARU	Jap. str.	1 m.	Nippon Yusen Kaisha	DATO SASSON & Co., Ltd.	On 19th inst.
MANILA, CEBU & ILOILO	TOKA MARU	Jap. str.	1 m.	Nippon Yusen Kaisha	DATO SASSON & Co., Ltd.	On 25th inst.
MANILA, CEBU & ILOILO	JAPAN	Brit. str.	1 m.	Nippon Yusen Kaisha	THE BANK LINE LTD.	On 2nd July, at D'light.
MANILA, CEBU & ILOILO	ITOLA	Brit. str.	1 m.	Nippon Yusen Kaisha	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at 10 a.m.
MANILA, CEBU & ILOILO	SALAMIS	Brit. str.	1 m.	Nippon Yusen Kaisha	OSAKA SHOSHA KAISHA	On 20th inst., at 7 a.m.
MANILA, CEBU & ILOILO	HINSANG	Brit. str.	1 m.	Nippon Yusen Kaisha	JARDINE, MATHESON & Co., Ltd.	
MANILA, CEBU & ILOILO	KENJO MARU	Jap. str.	1 m.	Nippon Yusen Kaisha		
MANILA, CEBU & ILOILO	LOKSANG	Brit. str.	1 m.	Nippon Yusen Kaisha		

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STRAITS	TO SAIL
WEIHAUWEI & TIENTSIN	"CHIPSING"	Wedday, 16th June, D'light.
SHANGHAI	"KWONGSANG"	Friday, 18th June, D'light.
MANILA	"LOONGSANG"	Saturday, 19th June, 3 p.m.
HOIHOW and HAIPHONG	"LOKSANG"	Sunday, 20th June, 7 a.m.
SHANGHAI	"HANGSANG"	Thursday, 24th June, D'light.
YOKOHAMA, KOBE and MOJI	"YATUNG"	Friday, 25th June, D'light.
YOKOHAMA, KOBE and MOJI	"YUNTSANG"	Saturday, 26th June, 3 p.m.
YOKOHAMA, KOBE and MOJI	"FOOKSANG"	Sunday, 27th June, D'light.
SHANGHAI, MOJI and KOBE	"HINSANG"	Monday, 28th June, D'light.
SANDAKAN	"HINSANG"	Friday, 2nd July, D'light.

RETURN TO JAPAN.

The Steamers "KUTSANG" and "ROKUSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. This service is supplemented by the "YATUNG," "YUNTSANG," and "FOOKSANG" at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Passengers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yantao, Chafu, Tientsin, Dairen, W'wan, Nohwan, and Japan.

Telephone No. 215, Sub. Exch. 4.

Freight or Passage, apply to

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Hongkong, 15th June 1915

GENERAL MANAGERS.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

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Hongkong, 16th April, 1914.

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

LONDON	STRAITS	DATE OF DEPARTURE
"MONMOUTHSHIRE"		End of June.

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., Ltd.

Hongkong, 26th May, 1915

AGENTS.

PACIFIC MAIL S.S. CO.

OPERATING

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons

KOREA 18000 tons

CHINA 10200 tons

MANCHURIA 27000 tons

SIBERIA 18000 tons

NILE 10000 tons

PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

CHINA (via Manila) sailing TUESDAY, 15th June, at Noon.

MANCHURIA "TUESDAY, 22nd June, at 1 p.m.

MONGOLIA "TUESDAY, 29th July, at 1 p.m.

PERSIA (via Manila) "TUESDAY, 3rd Aug., at Noon.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morot, the world-famous chef. Large staterooms, equipped with electric fans and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip.

The Safety and Comfort of Passage is our first consideration.

For further information, rates, literature, schedules, etc., apply to

R. O. MORTON, AGENT,

King's Buildings.

Tel. No. 141.

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CHINA	0.25

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR SATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"MALTA."

Captain C. C. Talbot, R.N.R., carrying His Majesty's Mails, will be despatched from this port for BOMBAY on SATURDAY, the 19th June, 1915, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co's s.s. "Evert," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Bills and Valuations and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "KRYBER," due in London on the 1st August, 1915.

Passes will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 7th June, 1915.

AMERICAN AND MANCHURIAN LINE.

FOR NEW YORK VIA PANAMA.

THE Steamship

"WALTON HALL."

4,932 tons, will be despatched as above on THURSDAY, 8th July.

For Freight and further particulars, apply to

THE BANK LINE, LTD., General Agents.

Hongkong, 8th June, 1915.

REGULAR STEAMSHIP SERVICE.

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK VIA SUEZ CANAL.

S.S. "SAINT RONALD."

about Early in July.

For Freight and further information, apply to

DODWELL & Co., Ltd., Agents.

Hongkong, 22nd May 1915

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENICRUCH."

FROM LEITH, MIDDLESBROUGH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be claimed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 22nd inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 9th June, 1915.

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE

AT HONGKONG

FOR

DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mails for the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1909:

ALSO</

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	SARDINIA	About 19th June.	Freight and Passage.
LONDON VIA USUAL PORTS	MALTA	Noon.	See Special Advertisement
OF CALL	Capt. C. C. Talbot, R.N.R.	19th June.	
SHANGHAI, MOJI, KOBE, KASHGAR	Capt. H. N. Rivers, R.N.R.	About 2nd July.	Freight and Passage.
and YOKOHAMA			
LONDON VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	KARMALA	About 7th July.	Freight and Passage.
	Capt. H. G. Evans, R.N.R.		

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without Notice.

For Further Particulars apply to:-

E. A. HEWETT,
Superintendent

Hongkong, 15th June, 1915.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	TEAN	On 15th June, 4 P.M.
SHANGHAI	SINKIANG	On 15th June, 4 P.M.
SHANGHAI	YINGCHOW	On 17th June, 4 P.M.
MANILA, CEBU and ILOILO	CHINHUA	On 22nd June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE-TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, all on "TAMING" and "TEAN."

SHANGHAI LINE-TWIN-SCREW STEAMERS "ANHUI" and "CHONGYAN" and the S.S. "KANGCHOW," "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woonung.

For Freight or Passage apply to:-

BUTTERFIELD & SWIRE,

Hongkong, 15th June, 1915 TELEPHONE 35 AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS, FASTEST and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying at 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. A. H. Stewart	TUESDAY, 15th June, at 2.30 P.M.
"HAITAN"	Capt. J. W. Evans	FRIDAY, 18th June, at 2.30 P.M.
"HAICHING"	Capt. W. C. Pasmore	TUESDAY, 22nd June, at 2.30 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to:-DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 14th June, 1915.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

WESTWARD

S.S. "ITOLA," 5,257 tons, Captain Butler, will be despatched
for SINGAPORE on 19th June.S.S. "JAPAN," 6,013 tons, Capt. C. P. Feildon, will be despatched
for SINGAPORE, PENANG and CALCUTTA on 19th June.The above Steamers have excellent Saloon accommodation for Passengers and are fitted
with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 12th June, 1915.

AGENTS.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.MANILA SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
S.S. ALBANS	24th June.	On 22nd June, 11 A.M.
EMPIRE	15th July.	On 17th July, 11 A.M.
EASTERN	2nd Aug.	On 4th Aug., 11 A.M.
ALDENHAM		On 23rd Aug., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.,
AGENTS.

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed.	Leave Hongkong.
TENYO MARU	22,000—21 knots	TUES., 29th June.
NIPPON MARU	11,000—18 knots	TUESDAY, 13th July.
SHINYO MARU	22,000—21 knots	TUES., 27th July.
CHIYO MARU	22,000—21 knots	TUES., 24th Aug.

* Via MANILA, Omittling Shanghai.

Steamer via Shanghai leaves at Noon.

"Manila" at 10.30 A.M.

FIRST CLASS TO LONDON	£71.10... RETURN (6 MONTHS) £120.
" " " NEW YORK	£60. " " " £96.10.
" " " SAN FRANCISCO	£45. " " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES.

SALINA CRUZ, PANAMA, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed.	Sails
KIYO MARU	17,200—15 knots	Saturday, 10th July.

For Full Particulars as to Passage and Freight, apply to:-

K. DOI, ACTING AGENT,
King's Building.

TELEPHONE 29.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

OUTWARD

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE AND ATLANTIQUE		On 16th June, at 5 P.M.
YOKOHAMA		On 23rd June.

FOR	STEAMER	TO SAIL
MARSEILLES VIA SAIGON AND PORTS		On 16th June, at 1 P.M.
(Without Transshipment)		

ALL STEAMERS FITTED WITH WIRELESS.

Weekly branch line from Saigon to Haiphong.

Branch line connecting every four weeks at Colombo, for Calcutta.

State Rooms 1st, 2nd and 3rd Classes.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY CO.

For VICTORIA AND TACOMA VIA MANILA, KEELUNG, MOJI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer "CANADA MARU" ... T. Suruga ... MONDAY, 21st June, at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

Steamer	Captain	Leaving
FOR TAMSUI AND KEELUNG VIA SWATOW AND AMOY.		
"KAIJO MARU"	Y. Yamamoto	SUNDAY, 20th June at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	A. Kobayashi	WEDNESDAY, 23rd June, at 10 A.M.

FOR HAIPHONG (DIRECT).

Steamer	Captain	Leaving
"KEIJO MARU"	Imaizumi	FRIDAY, 18th JUNE, 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

H. YAMAUCHI,
MANAGER.

Second Floor, No. 1, Queen's Building,

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer leaves	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at LONDON
YOKOHAMA	COLOMBO	HA	KONG			
p.m.		about	about Noon			
June 7	MALTA	June 14	June 19	EGYPT	July 18	July 25
June 21	SARDINIA	June 28	July 3	MEDINA	Aug. 1	Aug. 8
July 19	NUBIA	July 12	July 17	MONGOLIA	Aug. 15	Aug. 22
Aug. 16	ORIENTAL	July 26	July 31	MALWA	Sept. 4	Sept. 11
	MALTA	Aug. 9	Aug. 14	PERSEA	Sept. 11	Sept. 18
	SARDINIA	Aug. 23	Aug. 28	MOBEA	Sept. 25	Oct. 2
	NUBIA	Sept. 6	Sept. 11	MALWA	Oct. 9	Oct. 16

Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

The Fares to London and Marseilles are as follows:-

	1st Saloon	2nd Saloon	3rd Saloon	4th Saloon	5th Saloon	6th Saloon	7th Saloon	8th Saloon	9th Saloon	10th Saloon	11th Saloon	12th Saloon	13th Saloon	14th Saloon	15th Saloon	16th Saloon	17th Saloon	18th Saloon	19th Saloon	20th Saloon
LONDON	£105	£75	£45	£35	£25	£15	£10	£7	£5	£4	£3	£2	£1	£1	£1	£1	£1	£1	£1	£1
MARSEILLES	£95	£65	£35	£25	£15	£10	£7	£5	£4	£3	£2	£1	£1	£1	£1	£1	£1	£1	£1	£1

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

STEAMERS	Leave Y.H.A.M.	Leave SHANGHAI	Leave HONGKONG	Leave S'PORE	Due at MARSEILLES if calling	Due at LONDON
	about	about	about	about	about	about
KARMALA	June 21	July 1	July 7	July 13	Aug. 12	Aug. 20
KASHGAR	July 19	July 29	Aug. 4	Aug. 10	Sept. 10	Sept. 19
NOVARA	Aug. 16	Aug. 26	Sept. 1	Sept. 7	Oct. 8	Oct. 17
SIMLA	Sept. 27	Oct. 7	Oct. 13	Oct. 19	Nov. 17	Nov. 26
NANKIN	Oct. 11	Oct. 21	Oct. 27	Nov. 2	Dec. 1	Dec. 9
NYANZA	Oct. 23	Nov. 4	Nov. 10	Nov. 16	Dec. 16	Dec. 23

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON:

1st Saloon £84 Single, £131 Return, 2nd Saloon £38 Single, £57 Return

FARES TO MARSEILLES:

1st Saloon £50 Single, 2nd Saloon £30 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For Further Particulars apply to:-

E. A. HEWETT,
SUPERINTENDENT.

NIPPON YUSEN KAISHA THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMER	TONS	SAILING DATES
MARSEILLES and LONDON	HIRANO MARU	15,000	THURSDAY, 17th June, at Noon.
VIA SINGAPORE, PENANG and COLOMBO	KATORI MARU	20,000	THURSDAY, 1st July, at Noon.
PORT SAID			
VICTORIA, B.C. and SEATTLE VIA KEELUNG	AKI MARU	12,500	TUESDAY, 15th June, at 4 P.M.
SHANGHAI, MOJI, KOBE and YOKKAICHI and YOKOHAMA	TAMBA MARU	12,500	TUESDAY, 29th June, at 4 P.M.
SYDNEY and MELBOURNE	TANGO MARU	15,500	TUESDAY, 15th June, at 4 P.M.
VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU	9,000	FRIDAY, 16th June, at 4 P.M.
CALCUTTA VIA SINGAPORE, PENANG and BANGKOK	TOSA MARU	12,000	WEDNESDAY, 16th June, at 4 P.M.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	KIRIN MARU	8,000	MONDAY, 21st June, at 4 P.M.
KOBE and YOKOHAMA			
SHANGHAI, MOJI and KOBE	BOMBAY MARU	8,000	FRIDAY, 25th June, at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA			
KOBE and YOKOHAMA	CEYLON MARU	10,000	FRIDAY, 18th June, at 4 P.M.

* Wireless Telegraphy. * Omittling Keelung.

PASSENGER SEASON FOR 1915

FOR EUROPE.

Steamer	Displacement	Leave Hongkong
HIRANO MARU	15,000 Tons	Thurs., 17th June.
KATORI	20,000	1st July.
KAIKO	16,000	15th July.
KASHIMA	20,000	29th July.

FOR AMERICA.

Steamer	Displacement	Leave Hongkong
AKI MARU	12,500 Tons	Tues., 15th June.
TAMBA	12,500	29th June.
YOKOHAMA	12,500	Thurs., 8th July.
SAHO	12,500	Tues., 27th July.
AWA	12,500	16th Aug.

For Further Information as to Freight, Sailing, &c., apply to:-

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1941

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